THE
Fisherman
January 28th–February 3rd, 1988, No. 4
75¢
Long Island, Metropolitan New York Edition

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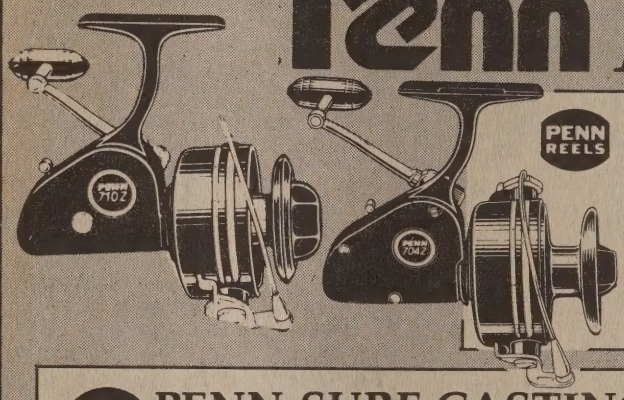

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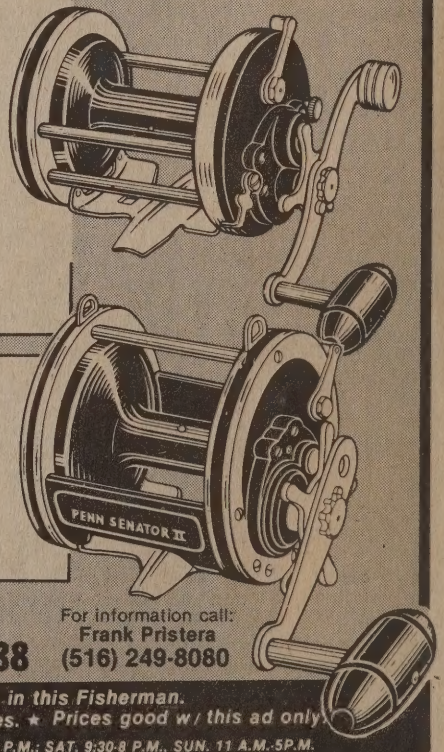

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 23, Number 4 January 28th, 1988

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ABOUT THE COVER:

West enders enjoyed some good action with big blacks in 1987. Shakespeare sales rep, Greg Nisito, shows a bulldog of 14.12 pounds that he coerced from the Bight on November 14. For a review of last season's action in this area, see page 36. Greg Nisito Photo.

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The LONG ISLAND FISHERMAN is published weekly, except for two weeks in December by the L.I.F. Publishing Corporation, L.I.F. Building, Bridge Street, P.O. Box 1994, Sag Harbor, N.Y. 11963. Telephone: 516-725-4200. Second Class Postage paid at Sag Harbor, New York. $.75 per copy, back issues $1.25 Subscriptions: 50 issues, $20.; 100 issues, $38. Photographs and written contributions are welcomed. Unsolicited contributions become the property of The Long Island Fisherman. All contributions to be returned must be accompanied by a self-addressed stamped envelope. All consideration will be given to these requests, however, no responsibility on our part is assumed. Notice of change of address must include both new and old addresses and sent to the Main Office. Allow two to four weeks for change. USPS 588-160.

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Of course, like all Humminbird LCRs, the LCR 4004D provides sharp, clear readings at all times, especially in bright sunlight. It's not only waterproof — it's **saltwater-proof**, with gold-plated connectors and completely sealed electronics. Since there are no moving parts, there's nothing to jam or foul up, no matter what the conditions. It takes all the punishment you and the elements can dish out, from the sweltering heat of the Gulf to the frigid winters of northern seas.

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Pass It On

BOATING SEAMANSHIP AND SAFETY COURSE

U.S. Coast Guard Auxiliary Flotilla 19-02 will conduct a 10 week safety boating course starting Monday, February 8th, at 8PM. The course will be held at the First Presbyterian Church, Smithtown.

For further information and registration, contact Fred Yanke, 979-7089 or Dave DuBois, 265-5483.

SEAFORD BOATING COURSE

In the tradition of continuing to promote safe boating here on Long Island's south shore waters, the U.S. Coast Guard Auxiliary, Flotilla 13-08 or Wantagh/Seaford is conducting a safe boating course at Seaford High School, on January 19th, 20th and 21st from 7:30PM to 9PM. There will be a nominal charge for course material. The first class starts on Tuesday, January 26th at 8PM.

Additionally, we will be giving the New York State Young Boatsman Course at the same time for those youngsters between the ages of 10 and 16.

NASSAU FISH AND GAME TO HOLD BLACKPOWDER SHOOTING NIGHT

The sport of blackpowder shooting is growing fast. To help sportsmen understand the fundamentals of this craze, the Nassau County Fish and Game Association will give an informative presentation about the sport on Wednesday, February 10th at 8:15PM, in the American Legion Hall, 160 Marvin Ave., in Hempstead. Guest speaker will be Dave Pedigo, Field Representative for the National Muzzleloaders Association.

"Mr. Pedigo has been an avid blackpowder shooter for over forty years," said Nassau Fish and Game Association President Charles Bevilaqua. "In the course of those years he has been appointed as a Certified NRA Instructor of blackpowder rifles and attended numerous specialized matches throughout the United States. He is aptly qualified to give February's presentation before the association."

According to Pedigo, "shooting blackpowder guns is educational, relaxing, fun and safe. By delving into this sport you learn about history pyrotechnics and metallurgy. For those immersed in the sport, there are encampments where frontier life comes alives, and matches of all kinds to attend."

You don't have to be a member of the Nassau Fish and Game Association to attend the presentation. The door is open to all interested, and there is no fee for admission.

If you would like to join the NCFGA, send a post card with your name and address on it, to: Nassau County Fish and Game Association, PO Box 245, Rockville Centre, NY 11571. Dues are only $10 per year.

TRI-COUNTY BASS CLUB

A new freshwater bass club for Long Island anglers is accepting new members for the 1988 season. Anybody who is interested can contact Ray Souliere of Tri-County Bass between the hours of 6PM to 10PM, Monday through Friday, at (516) 752-8966.

US POWER SQUADRON BOATING COURSES

The Hempstead Bay Power Squadron will conduct a free course in boating, at the following high schools, starting at 8PM:

North Valley Stream High School, February 2nd; Hewlett High School, March 2nd.

The course is open to men and women. Boat ownership is not required for anyone.

The free instruction given in our public Boating Course is the best way to learn the basics of safe boating. Take it, whether you own a sail or powerboat, or are thinking of buying one, or enjoy boating with friends.

The 10-week course will include sailboat and powerboat handling, rules of the road, docking, anchoring, plotting on charts, compass use, trailering, weather, engine troubleshooting and water ski safety.

The Boating Course is taught as a public service. Instructors are volunteer members who have completed advanced course, and have taught how to make their boating safer and more enjoyable.

SAFE BOATING COURSE IN LINDENHURST

One of the principal objectives of the U.S. Power Squadrons is to promote safety in boating through education. Therefore, Captree Power Squadron is again offering, as a public service, its 10 week Boating Course this spring.

Registration and the first class session will be held at the Lindenhurst Jr.. High School, 350 So. Wellwood Ave., Lindenhurst on Wednesday, February 3rd at 7:30PM.

Boat ownership is not required to attend this course; only a sincere desire to improve your knowledge and skills in small boat operation and handling.

Classes include a wide range of subject areas such as: types of boats, marlinspike, equipment, regulations, boat handling, elementary seamanship, charts, aids to navigation, basic

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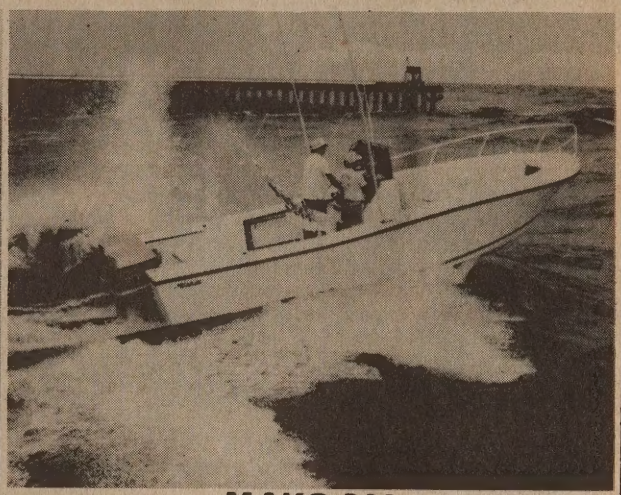
MAKO 284



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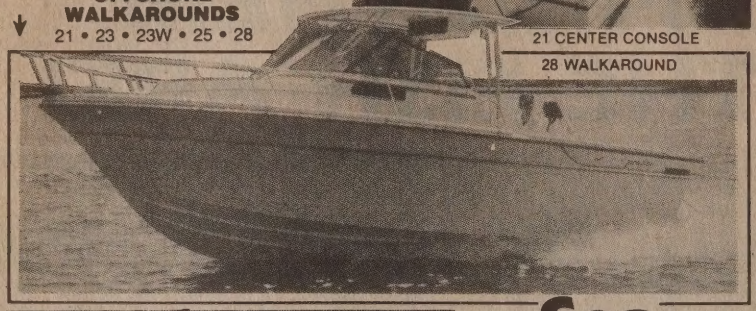
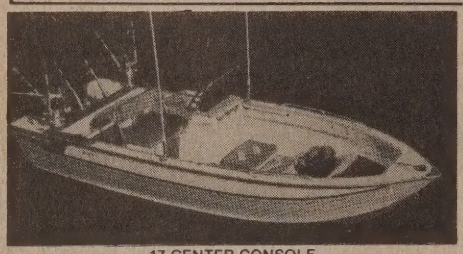

28 WALKAROUND

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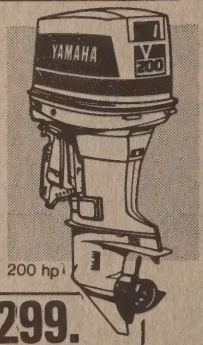

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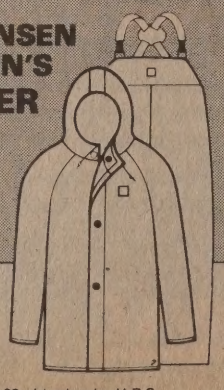
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compass use, boat trailering and much more.

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BABYLON TUNA CLUB FISHING SCHOOL

The Babylon Tuna Club's (BTC) fishing school will be held at the American Legion Hall, 22 Grove Street in Babylon. Registration, according to chairman, Charles Witek, will be prior to the first class, which begins at 8PM on February 17th. There will be a total of eight sessions which will include both offshore and inshore fishing. Each class will be conducted by an expert in his specialty and many techniques learned from years of experience will be shared with attendees. Free coffee and cake will be served each night. The registration fee is $25 per person ($15 for children under 18 years of age). Students wishing to join the BTC will have the registration fee credited toward their dues.

For additional information, call Charles Witek at (516) 587-2211 or Steve Leder at (516) 683-9112.

WORLD FISHING AND OUTDOOR EXPOSITION AT SUFFERN

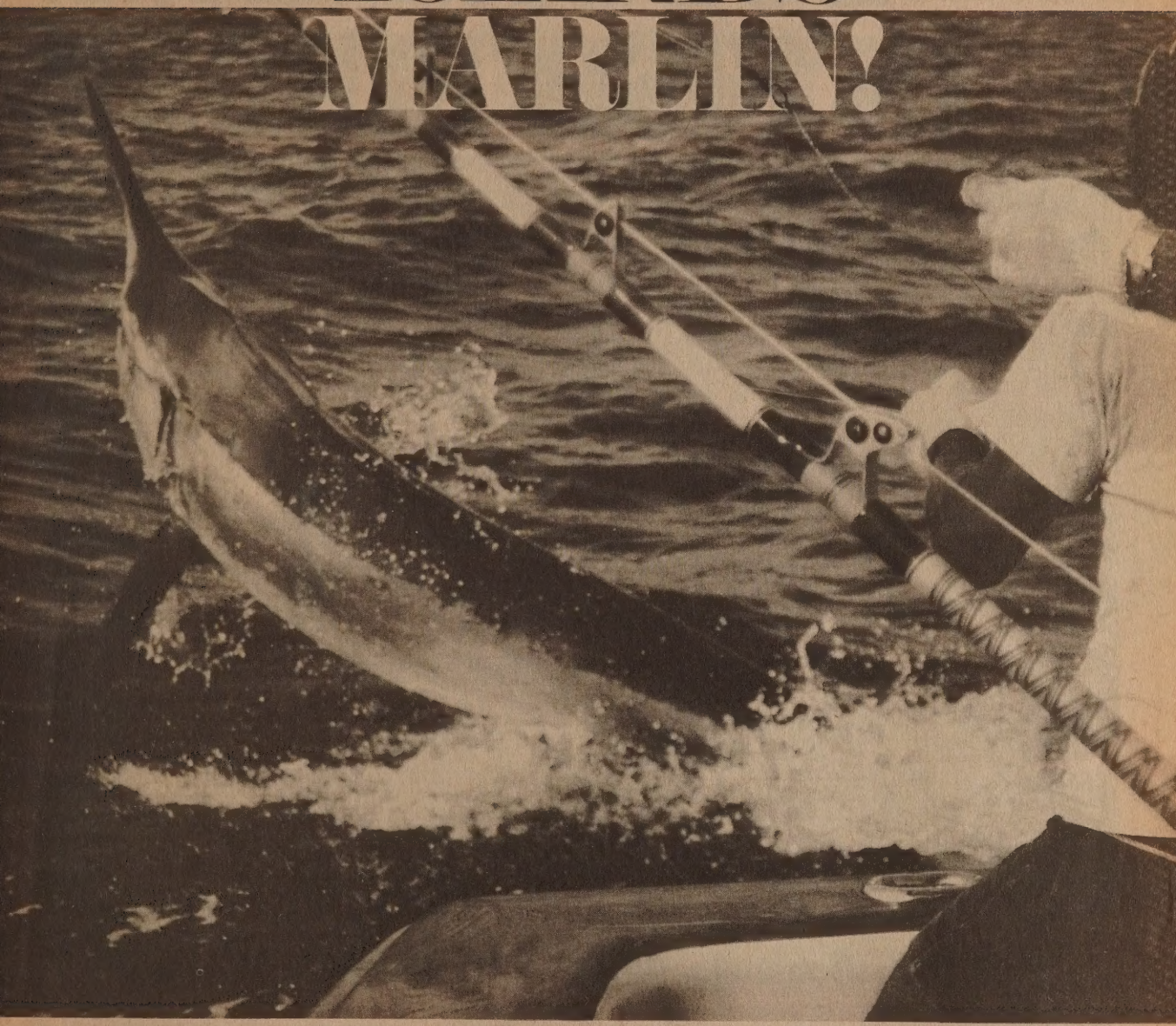
The annual World Fishing and Outdoor Exposition will be at the Rockland Community College Field House in Suffern, New York, March 2nd through March 6th. It's become practically a national sportsmen's show, attracting enthusiasts from Pennsylvania, New Jersey and the New England states, as well as the State of New York, show director Paul Fuller says. This will be the 11th consecutive year the exposition has been held in Suffern.

The field house will be filled with fishing tackle displays, with all major manufacturers represented, plus hunting gear, guides, outfitters, lodges and travel exhibits, fishing boats and motors, taxidermists, custom rod makers, sportsmen's organizations and related displays. More major sporting equipment retailers than ever will be there, many with special show bargain prices, Fuller says.

In addition to all exhibits and included in the price of admission are daily seminars and clinics on hunting and fishing, featuring world-famous outdoorsmen and local experts to share their knowledge with the public.

Doors are open from 1PM to 10PM on Wednesday, Thursday and Friday, March 2, 3 and 4. Saturday's hours (March 5) are from 9:30AM to 8PM; and on Sunday, March 6, hours are from 10AM to 7PM. Adult admission is $6, while children under age 12 are admitted for $2. Included are all exhibits, events, seminars and clinics on the day of admission. The World Fishing and Outdoor Exposition is easy to get to: just take Exit 14B (Air-

CAYMAN ISLANDS MARLIN!



"Those who fish us, love us."

Those who know us, love the exceptional blue marlin fishing that waits within sight of our magnificent, white-sand shores. Just outside our protective reefs, crystal clear waters dropping to depths of 6000 feet are home to marlin, tuna, dolphin, wahoo and more. Best of all, our records show consistently spectacular catches year-round, whether it's in the deep sea, in the hidden lakes and canals where the high-jumping tarpon thrive, on the sunny flats that serve as home to speedy bonefish, or among

our beautiful reefs where you can enjoy great bottom-fishing. Whatever your fishing pleasure, you'll love it in The Cayman Islands. You'll also love our people, whose warmth, courtesy and fishing expertise make a vacation here unforgettable. And after you fish, set aside some time to tan on our sparkling beaches, dive in our underwater wonderlands, explore our fascinating sights, dine on Island and Continental delights and shop in our many duty-free boutiques. The Cayman Islands. We've got so much for you to get hooked on!

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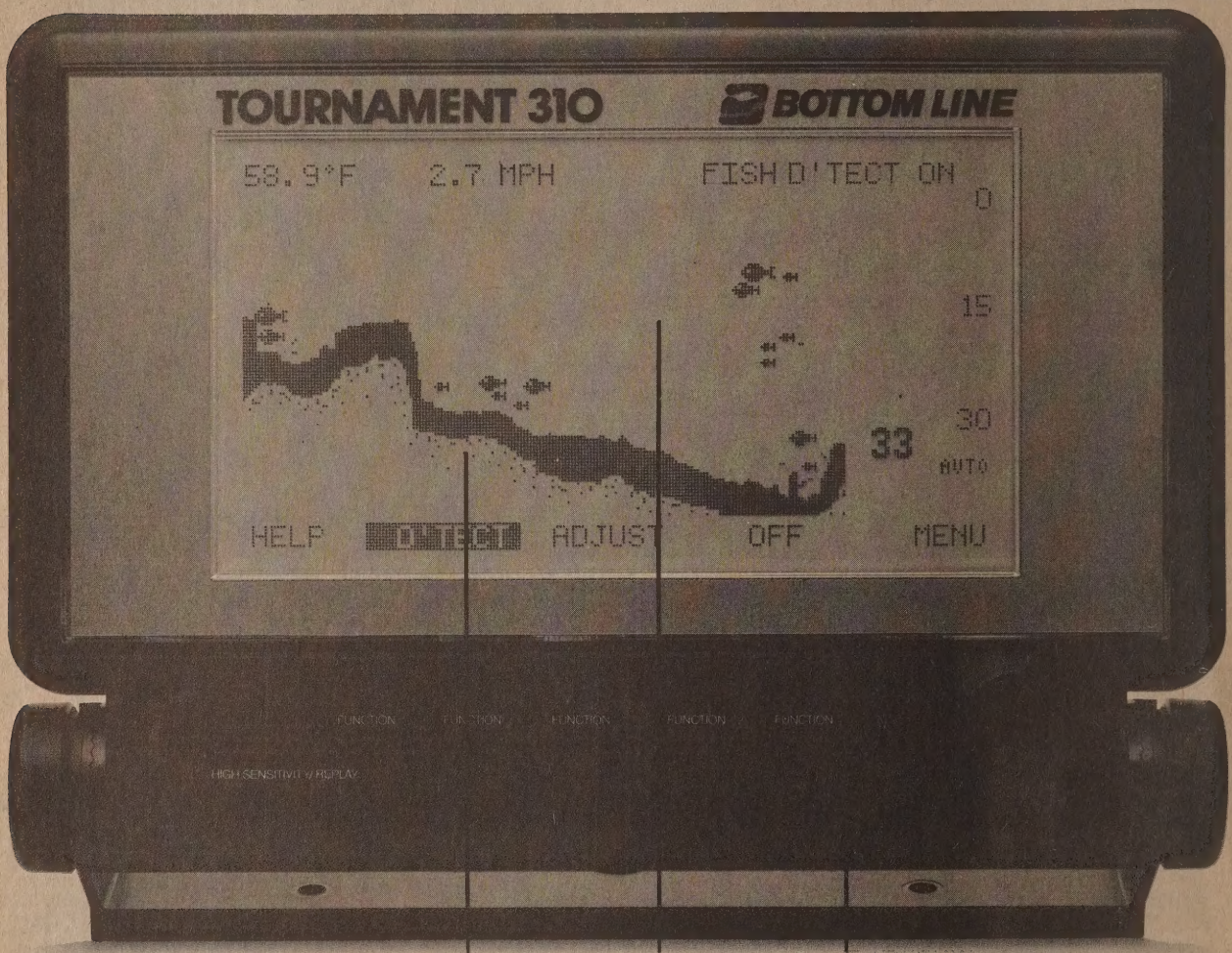


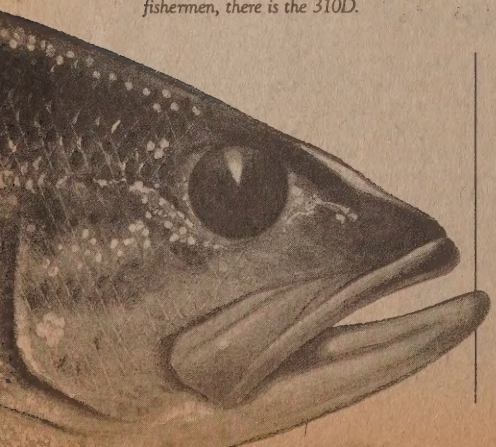
The Tournament 310 and TBL 210 are also available as portable models. For deep water fishermen, there is the 310D.

State-of-the-art 30,720 pixel liquid crystal display.

Electroluminescent backlit display.

Easy-to-use softkey/ screen display.

Over 30 simple-to-use functions.



A new force is taking over the world of fish finders. Bottom Line™ is setting a pace that others can only hope to follow. . . someday. And the reason is simple—we've developed a whole new generation of fish finder technology that has surpassed the old standards of performance.

Fish D'Tect™ Eliminates Guesswork. Bottom Line's brand-new Tournament 310 and TBL 210 are loaded with the latest advances in fish finding technology. For starters, there's Fish D'Tect.™ With just the touch of a finger, this *exclusive* fish identifying feature clearly marks each fish on the screen with a special computer-generated fish symbol. So you don't have to guess which marks are fish and which aren't.

What's more, Fish D'Tect™ shows you *three* different-sized fish symbols, and the bigger the symbol, the bigger the fish. So you can tell the bait from the big boys. And bring the trophies home.

THE NEW LEADER TECHNOLOGY.

Sleek, compact design is only 1" thick so it fits virtually anywhere. Rugged, waterproof construction guards against moisture damage. Equally at home in fresh or salt water.

Advanced, positive-locking mounting bracket permits adjustments in screen angle. Overall 310 dimensions: Height: 7⅞" Width: 10¼" Depth: 1"

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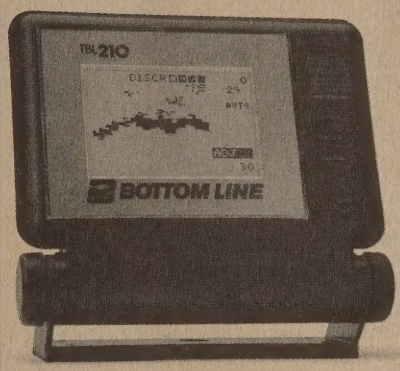

The compact TBL 210 is ideal for any boat with limited space for electronics. Its high performance and sleek good looks make it a perfect addition to any sportfisher or bass rig. Overall dimensions: Height 7" Width: 7⅝" Depth: 1"

The top-of-the-line Tournament 310 also offers a number of extra features that make it even easier to catch fish. The *adjustable* split screen zoom provides extra convenience and flexibility when you're looking for that trophy fish. Also, with just a touch of a finger, our unique navigation/information display feature gives you a complete listing of all vital information. All at once, you can monitor boat speed, distance traveled, water depth, bottom contour, temperature trends of the surface water over the past 10 minutes—you even have a countdown timer! And even though the Tournament 310 is simple to use, if you ever need help you can refer to the built-in owner's manual.

MADE IN USA

Exclusive Software Update Program. Of course, there's much, much more. So much, in fact, we could make a list as long as your arm and still not tell you everything. Here's perhaps the best feature yet: *Your Tournament 310 and TBL 210 won't become obsolete in a year.* Because our fish finders are so advanced, we can reprogram the computer software in each unit. So when next season rolls around, you can upgrade it and take advantage of all our latest features and developments in technology. All for a nominal fee that's just a drop in the bucket compared to the price of a new fish finder.

So hook up with the fish finders that are kickin' tail on the trophy fish. And on the competition. The Tournament 310. And the TBL 210. Only from Bottom Line.

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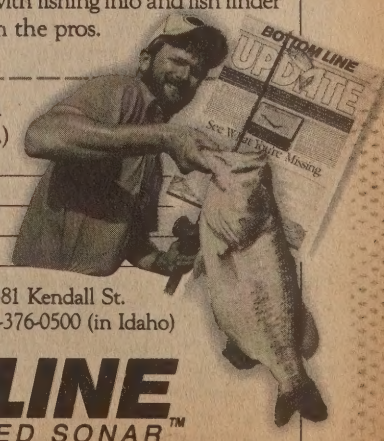

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mont Road) off the N.Y. Thruway (I-87). It's the first exit west of the Garden State Parkway and is only about 10 minute's drive from the Tappan Zee Bridge.

BY-LINE CORRECTION

Due to a production error in Issue No. 2 (1/14/88), the by-lines of Boats for Anglers and Product Review were inadvertently switched. John Raguso should have been credited with the Boats for Anglers Oceanic review, while Greg Venturo should have been by-lined under the Raytheon Product Review.

NATIONAL SEMINAR SERIES 1988

Salt Water Sportsman Magazine's National Seminar Series, a first class, educational course on saltwater fishing that will be conducted in prominent auditoriums by some of America's most knowledgeable experts on the sport, will bring their northeast presentations to four prominent auditoriums. The host faculty includes Mark Sosin, Lefty Kreh, George Poveromo, Barry Gibson, Spider Andresen, and Rip Cunningham.

The show on February 20th will take place inside the Adele H. Stamp Union at the University of Maryland in College Park. Gary Diamond, Boyd Pfeiffer and Captain James Swagler will join the national hosts. The Long Island show will be on February 27th inside the Crest Hollow Country Club at Woodbury. Pete Barrett, Nick Karas, Al Ristori, and Dick Kondak comprise the regional panel. The Garden State Park Racetrack in Cherry Hill, New Jersey will host the show on March 5th. Pete Barrett, Russ Wilson, Al Ristori, and Dick Kondak, will be on hand. The tour wraps up in Boston on March 12th at Babson College's Knight Auditorium. Captains Tom Hill, Porky Francis, and Al Anderson will team up with the national faculty.

The program has been designed to pack the vast knowledge accumulated by hand-picked teaching teams into a one-day seminar geared to the beginning, intermediate and advanced angler. The courses will be conducted in a college style manner with extensive use of audio-visual techniques, including a presentation of some of the most impressive slides from the files of the key speakers. The first session begins promptly at 9AM, with the final presentation ending at 5PM. Each student will receive a comprehensive, 100 page textbook written by Mark Sosin and George Poveromo, appropriately titled *Salt Water Fishing.*

The Tour's sponsors will display merchandise that can be purchased at discounted prices through selected dealers. As an added bonus, there will be drawings throughout the day for prizes donated by the sponsors. The grand giveaway at each location is a major fishing trip in a foreign country. Advance registration is recommended, since space is limited at the auditoriums. The fee for the all-day seminar including the textbook is an incredibly low $25. Payment may be made by check, money order, Visa or MasterCard. Further information is available through Outdoor Associates, Incorporated, 14155 North Miami Avenue, North Miami, Florida 33168; (305) 769-0325.

SEN. JOHNSON PRESENTS NEW LAW TO LOCAL BAYMAN

State Senator Owen H. Johnson (4th S.D., Babylon), left, presents bayman Steve Nyland with a certificate bearing the pen used by the Governor to sign into law his bill to restrict the use of TBT-containing paints. Senator Johnson indicated that Nyland provided the impetus for the legislation after he became concerned about reports on tributyltin (TBT), the active ingredient in antifoulant boat paints. The compound has been demonstrated to cause abnormalities in fish and shellfish larvae, threatening the life cycle of this important resource.

"Steve recognized the danger that this constituted for the shellfishing industry on Long Island," Senator Johnson said. In response to the bayman's concerns, and as a result of his own research into the topic, the Long Island legislator drafted a bill to severely restrict the use of paints containing TBT.

Nyland is one of the founders of the Green Seal Committee, a group of baymen who developed a program to ensure the quality and safety of hard shell clams and Senator Johnson has recently nominated him to serve on the New York State Department of Environmental Conservation's Marine Resources Advisory Council.

BASIC BOATING COURSES OFFERED

The Great South Bay Power Squadron, a member unit of the United States Power Squadrons, will conduct two free 10-week basic boating courses. One will be held in Brentwood and the other in North Babylon.

The Brentwood classes will be held from 8PM to 10PM every Tuesday evening starting February 23rd in the Brentwood High School Sonderling Building, located on Fifth Street. Registration will take place on February 10th and 11th, at the High School from 7:30PM to 9PM.

The North Babylon classes will be held in the North Babylon High School (yellow cafeteria) located on Deer park Avenue. Classes will be held from 8PM to 10PM every Monday evening starting Feb. 29th. Registration will take place at the High School on February 8th and 9th, from 7:30PM to 9PM.

These courses are offered free, however, there will be a nominal charge for text and navigation material.

These basic boating courses will include U.S. Coast Guard Safety Regulations, rules of the road, aids to

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Once upon a time, this sad-looking outboard was just as new and shiny as a Mariner outboard.

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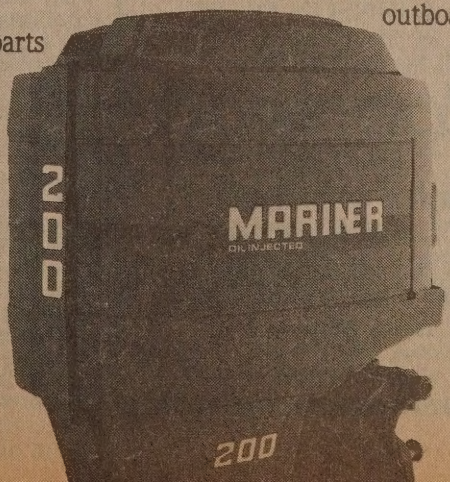
At Mariner, we know what it takes to fight the corrosive effects of saltwater. For example, we make a special aluminum alloy for our outboards, which independent testing proves is more resistant to corrosion than alloys used by any other manufacturer. One of the secrets to that alloy is reduced copper content. Three to 18 times less copper than the competition.

And that's only the beginning of what we do to fight corrosion.

We put critical engine parts through our exclusive EDP (electro-deposition painting) process. It electrically bonds an epoxy coating to the metal so every square inch of the part is protected from corrosion. On top of that, we apply a 14-step baked enamel paint finish. And we make our driveshafts, propshafts and many other internal engine parts from corrosion-proof stainless steel.



It's one thing to talk about corrosion protection. It's quite another thing to stand behind it. But Mariner does. With the only 3-year limited corrosion protection warranty in the industry.

It states that if any component covered by the warranty malfunctions as a result of corrosion, we'll pay the cost of repair. You can be sure we wouldn't make a statement like that unless our outboards could back it up.

If you're a little less confident about the outboard you're running now, we suggest you see your Mariner dealer. For the name of one near you, write: Mariner, P.O. Box 1939, Dept. SW, Fond du Lac, WI 54936-1939. There's no reason to let it eat at you a minute longer.

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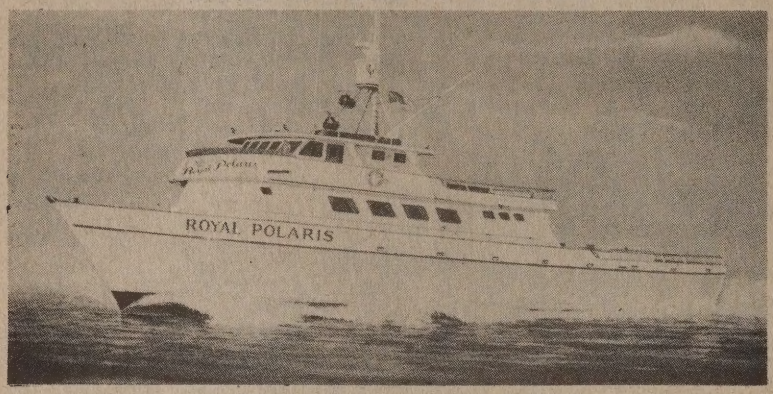

Experience big game fishing's ultimate challenge from the deck of an ultra-modern, beautifully appointed, long range sportfishing boat. Battle giant yellowfin tuna, striped marlin, wahoo & dolphin using the latest stand-up gear.

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113' Royal Polaris

Departure	Return	#Days	Cost
5 P.M. Mar. 17	8 A.M. Apr. 3	17/14	$2,275. Limit 30 pass.
5 P.M. Apr. 8	8 A.M. Apr. 24	16/13	$2,275. Limit 28 pass.
5 P.M. Apr. 27	8 A.M. May 20	23/20	$3,295. Limit 28 pass.

92' Royal Star

Departure	Return	#Days	Cost
5 P.M. Jan. 25	8 A.M. Feb. 10	16/13	$2,500. 18 passengers
5 P.M. Mar. 16	8 A.M. Apr. 2	17/14	$2,600. 18 passengers
6 P.M. May 27	3 P.M. June 1	5	$710.

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navigation, basic piloting and use of charts among many other topics.

Upon passing the final examination, participants will receive safe boating certificates, which many marine insurance carriers honor for a reduction in premiums.

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FLUKE FISHING VIDEO

To augment his *Fishing For Fluke* book, which has helped thousands of anglers increase their catches, outdoor writer and fluke specialist Don Kamienski has produced a new video tape on the art of fluke (summer flounder) fishing.

The *Fluke Fishing: Improving Your Catch* video is a combination of an in-depth dockside workshop plus actual on the water demonstrations of the tackle and tactics described in the workshop. This video is not about a fishing trip. Rather, the how-to workshop takes the time to explain the fluke species, its migration habits, effective tackle, top baits and rigs plus the best locations in your area to find fluke for higher scores and heavier coolers. The on-the-water scenes show special trolling, drifting and bucktailing techniques of the pros. There's even a tape segment on fluke cleaning and freezing techniques.

The 60 minute VHS format tape is available for $59.95 plus $1.50 postage and handling (N.J. residents add 6 percent sales tax) from F/N Productions, 10 McCay Drive, Roebling, NJ 08554. The tape is an ideal gift for the fluke angler in the family.

BOATING SKILLS COURSE IN BROOKLYN

Flotilla 11-5 of the U.S. Coast Guard Auxiliary has announced that once again they will render the 13 lesson Boating Skills and Seamanship Course for which the Auxiliary is famous!

Thirteen lessons take the boatperson through the art of boat handling and up to the art and skill of radio communication with the marine radio telephone.

A small registration fee, plus a small fee for materials handed out will be charged to the students. Only those students who request materials will be charged.

At the conclusion of the course, all participating students will be invited to a series of public affairs lectures which will cover subjects such as course plotting on charts, the compass, speed, distance and time, introduction to Loran C, etc.

The course will commence on Tuesday night, January 26th and will be rendered every Tuesday night from 8PM to 10PM, at the beautiful Diamond Point Yacht Club, in the Canarsie section of Brooklyn. A 15 minute refreshment break will be observed at 9PM.

To receive a brochure, phone Harry Frankel at (718) 266-0552, or write him at 2069 85th Street, Brooklyn, NY 11214.

The ultimate off road vehicle

The Black Watch 26

It takes a rare combination of unparalleled design and detailing and state-of-the art computer engineering to produce what is ultimately the best sport fishing boat in the water. Add to that the famous C. Raymond Hunt deep-V hull and you have the ultimate off-road vehicle.

What about Power? Yamaha.

Yamaha's counter-rotating, dual-engine system is available in 150 and 200hp models. The counter-rotating propellers eliminate arm-tiring torque, making the boat easier to handle, and Yamaha includes its 2-year factory limited warranty — twice the industry standard.

Black Watch.... See it at your dealer or get left in its wake.

Black Watch 26
LOA: 26'1" Beam: 9'8" Deadrise at transom: 19°
Displacement: 4800 lbs. (less engine) Speed: 50 + mph
maximum recommended power: twin 225hp outboards

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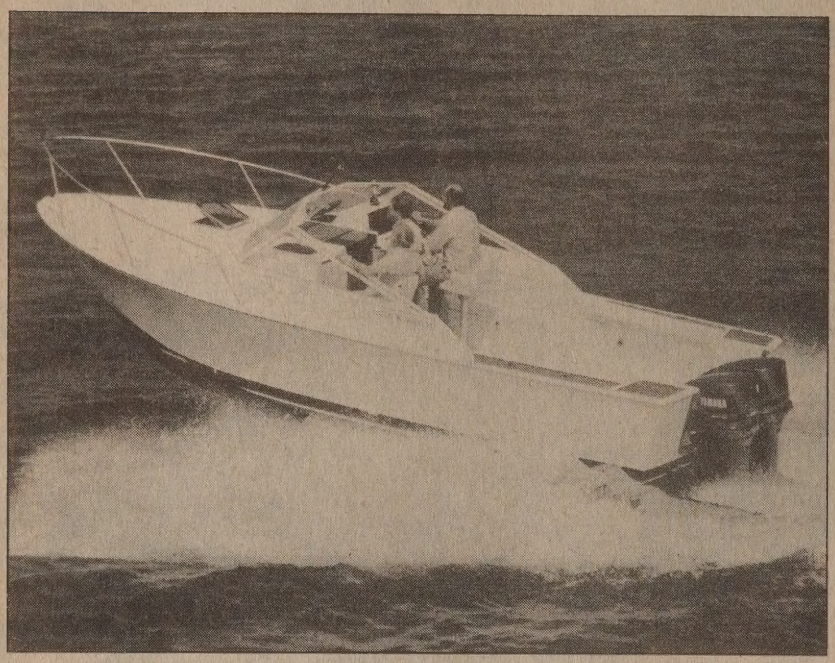


BLACK WATCH 26

Anxious-to-score anglers will be more than impressed with the fishability of the new Black Watch 26. It's the second in a series of state-of-the-art sportfishermen built by the Black Watch Corporation in Portsmouth, Rhode Island.

C. Raymond Hunt, the firm that invented the first deep-vee hull, designed the Black Watch 26 with fishing as top priority deckside, but with lots of comfort cabin-side. The combination of the two creates a boat that is pleasing not only to the hard-core fisherman, but to his family as well.

The hull is a moderate deadrise deep-V with a sharp entry that tapers to 18 degrees at the transom. The 9' 8" beam is generous for this size boat and the hull is remarkably stable. The hull shares the excellent attributes of all Hunt deep-Vs; soft and dry riding into a head sea chop, stable while trolling or drifting and true running even in a large following sea.

Construction of the deck and hull is Baltek AL 600 combined with knitted unidirectional E-glass laminates—high tech stuff that sounds intimidating, but which translates to super strength with light weight. The stringers are molded into a strong, one piece fiberglass system and for additional strength the deck joint is mechanically fastened and adhesively bonded to the hull.

At the helm a locking compartment provides plenty of room for your choice of electronics while hydraulic steering helps aid in easy maneuverability. A hinged one piece console displays a full array of gauges on a generously sized piece of black plexiglas. The hinge creates simple access behind this accessory panel to get at wiring for service or to add wiring for electronics as they are mounted.

The well laid out cabin wil help get any wife out of the shopping malls and into the boat on weekends. Toward the bow of the one-piece molded interior there are offset twin bunks long enough for a large person to get a relaxing sleep. On the port side of the cabin there is a galley that includes an alcohol stove with cutting board, stainless steel sink supplied with 25 gallons of freshwater and a 12 volt refrigerator. The custom DC electrical control panel with full set of breakers lies overhead of the galley on the aft bulkhead.

To starboard of the cabin there is a large fully enclosed stand-up head that includes another molded sink and a marine toilet with holding tank.

Back at the business end of the boat, an angler will find an unusually large 102 square foot, self-bailing cockpit. Facing to portside, the angler finds a complete tackle station with sink as well as a 30 gallon live well. A large 75 gallon insulated fish box can be found to the starboard. Believe me, it's large—capable of holding six medium size yellowfin tuna. This can also double as a lockable rod stowage compartment that can accommodate several sticks up to 7½ feet long.

Beneath the cockpit lie twin 19 gallon insulated fish boxes that drain overboard. A center scuppered hatch provides access to the bilge that is kept dry by two automatic bilge pumps. Centered forward of the cockpit, next to the helm, is a hatch that opens up to a very large storage area which also provides ample work space to install through hull transducers since it goes right down to the hull.

Twin outboard engines, with a 200 gallon fuel tank, give the Black Watch 26 excellent offshore reliability. Twin 200 hp outboards will push the boat between 30 and 45 knots depending on the load, number of anglers on board and sea conditions. Inboard twin gas engines are also available mounted forward in the cockpit. A diesel option is also offered using Volvo's economical TAMD 31s.

Serviceability is well incorporated into this design and there are several unique features such as the removable cockpit hatch giving access to fuel tanks. The helm console is hinged for access to controls and electrical components. On the inboard version, engine boxes pivot upward to give clear access for engine service.

Surrounding her bow is a sturdy, custom welded bow rail made of stainless steel. All other hardware is also stainless. An anchor locker is located in the bow and it allows for stowage of not just the rode, but the anchor as well.

The aesthetically pleasing Black Watch 26 has a traditional swept sheer and crisp detailing. The combination of the traditional lines and state-of-the-art design makes this good looking boat a very functional fish raiser that should please fishermen looking for an all-purpose boat to battle fluke and blues and offshore sharks and tuna.

SPECIFICATIONS

Length	26'1"
Beam	9'8"
Draft	19"
Weight (Inboard)	5,800 pounds
Weight (Outboard)	2800 pounds
Fuel Capacity	200 gallons

Manufactured by: Black Watch Corporation, Little Harbor Landing, Portsmouth, RI 02871; (401) 683-5777.

See in the dark.

Ray Jefferson Color Radar

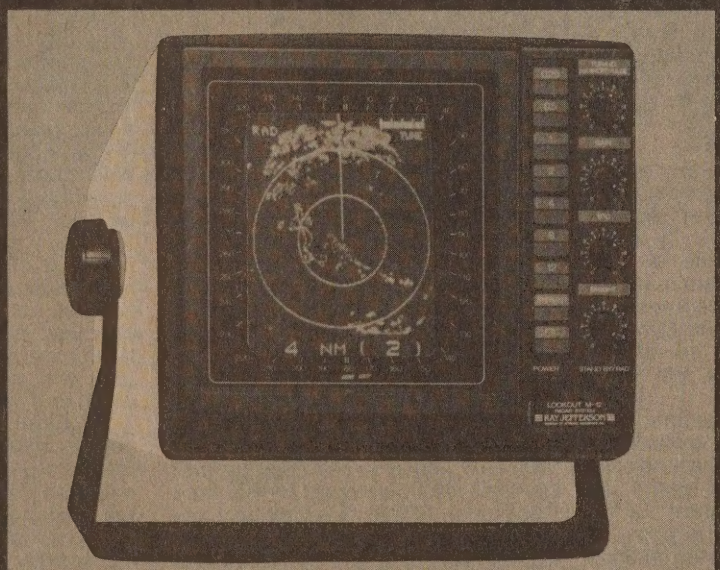
Like a cat, see where you're going in pitch black night. Know where you are in heavy fog. Navigate safely in drizzling rain. Know your exact position and the position of everything that's around you, all in vivid TV like colors.

Ray Jefferson's Model M-12C Color Radar is the best radar in its class. It combines superb target clarity, definition and brightness. It's compact and loaded with features "big ticket" radars try to boast of... at a price *we can* boast of!

Six distinct colors are displayed: Red, Orange, Yellow, Light Blue, Dark Blue and White with TV sharpness on a 6" CRT screen. Compact (approx. 7"H x 8"W x 11"D), it's at home on the largest yacht or smallest offshore sportfisherman. Pinpoint buoys, lighthouses, other boats and landmasses as clear as day. Deep, intense colors that don't fade between scanner revolutions. Your "eyes in the dark" will target with clarity both close in and far away. The Model M-12C lets you gauge the size of boats in your scope —even foresee storms and squalls.

The Ray Jefferson Model M-12C gives you a choice of seven ranges, ¼ nautical mile to 12 nautical miles with 3 kilowatts of power for sharp, distinct signal discriminations. Features? All you need and want, PLUS Ray Jeff's exclusive illuminated 360 degree Bearing Scale to help you determine relative bearing of targets.

The Model M-12C has all the "big ticket" radar features, including Removable Range Rings, Standby Controls, Time Pulse Control, On Screen Tune Status Display and Removable Ship's Heading Marker.



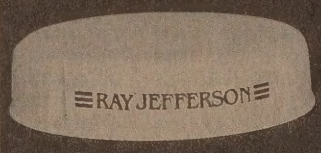
Ray Jefferson's
Model M-12C "Look Out" Raster Scan Radar.

Ray Jefferson, as you'd expect, has STC Control to suppress all clutter interference and an FTL Control to give a clear image in driving rain and blinding snow. Brightness and Gain Controls make view screen reading "cat eye clear" night or day.

The backlit touch tone membrane keypad makes for easy operation.

Ray Jefferson's M-12C Radar comes complete with gimbal mounting bracket, dome antenna, viewing hood, installation cable and power cable. A dome antenna mounting bracket can be purchased separately.

For a "cat's eyes" color radar at a kitten of a price, see your Ray Jeff dealer today or write for detailed information.



Sensitive as cat's whiskers is the unique antenna dome. With a 20" diameter, 8" height and weighing only 20 lbs., it's the smallest, lightest antenna around. Fits easily and compactly atop a sailboat mast, fishing boat or yacht.

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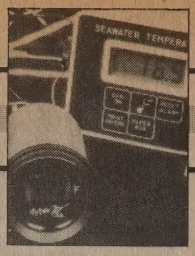
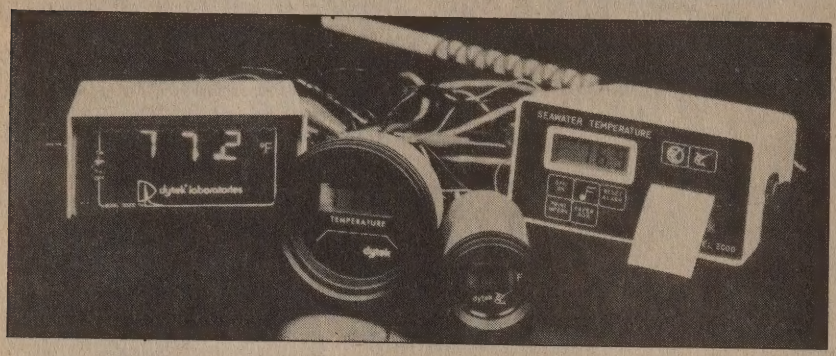
Product Review



By John N. Raguso



DYTEK SEA TEMP GAUGES

As Captain of The Deeper, Bay Shore's Bill Rauth has been making a name for himself for over two decades as one of the canyon clique's premier performers. As the Vice-President of Sales for Dytek Laboratories of Bohemia, Long Island, Bill has been supplying inshore and offshore fishermen with one of the "secret weapons" for his success. His company's family of accurate and reliable surface temperature monitoring equipment has enjoyed such wholesale acceptance by anglers over the years, that Dytek is practically a generic term for whenever one asks for a sea temp gauge.

The concept of using this specialized electronic aid revolves around the proven scientific fact that certain species of fish prefer particular ranges of water temperature. Some detractors of sea temp gauges in general state that these instruments only measure the ocean's temp to within a few feet of the surface, whereas the majority of pelagics swim below this water level. While this may be true, what's going on downstairs. Let's presume that your log tells you that 64 degree water is a prime spot to start a drift for mako sharks. Even though the makos might be migrating in 62 degree water 30 feet below the surface, you've established a relationship between what you can measure on top with your sea temp gauge relative to the actual environment of your specific target species at a lower depth. So when you read that 64 degree threshold on top, you can predict with some certainty that if there's forage for this predator in the area, the makos should be cruising nearby. My notes indicate that as long as the June or July surface sea temp is between 64 and 70, makos should be in the area; anything under 60 degrees in the fall, you are likely to catch large school bluefin tuna if you chunk over structure, even through Thanksgiving week. Of course, if there's some freak temperature inversion in the subsurface water layers, all bets are off, but this usually is an aberration rather than the norm. The key here is to keep detailed records from season to season to anticipate the timing and location of the pelagics' migration patterns, and what area of ocean is likely to hold them from a sea temperature perspective.

There are four units that make up the Dytek family of Sea temp gauges, and each brings something a little different to the party. The model 500 and 1000 are circular in-dash gauges with Liquid Crystal Display (LCD) readouts. The model 703200 is a box-type unit that mounts on a surface bracket and incorporates a bright red incandescent readout. The model 2000 is a combination instrument which provides an LCD display in addition to a paper printout that interfaces with most loran C units, to combine specific sea temp readings with precise positional locations. The state-of-art model 2000 also features an automatic recording mode, as well as a warning alarm, a "print" button for those times when you get a strike and want to return to the scene, and more. Since we covered this unit in a January, 1987 Product Review column, we'll concentrate on the other Dytek gauges for this review.

The model 1000 is probably the most popular Dytek sea temp gauge, and is standard issue on the majority of serious bluewater boats. It incorporates a large high-contrast LCD display that is readable in direct sunlight, and comes with a selector switch to enable the reading to indicate either the celsius or farenheit scale. The unit can be flush-mounted just about anywhere on your dash or helm, and features a standardized 3 3/8" mounting hole. The sea temp readings range from 25 through 165 degrees farenheit in 1/10th degree increments.

The diminutive model 500 is similar in most respects to its bigger brother mentioned above, but it's able to fit in tighter spaces when room at the helm is at a premium. With its smaller 2 1/6" circular mounting spec, it's the perfect solution when you want to use one of the Dytek gauges but can't figure out where to put one. I faced this precise dilemma when rigging out my brand new Grady-White 230 Walkaround last season. With twin V-6 power and the host of requisite engine monitoring gauges, the instrument cluster of my Gulfstream rivaled that of a Grumman F-14 Tomcat. Since a full complement of radios, loran C and depth recorders took up all usable space in the enclosed electronics locker and precluded purchasing one of the Dytek box units, what was I to do? The model 500 came to the rescue, and allowed me to squeeze it into my instrument cluster arrangement. Even though its diameter is roughly 1/3 more compact than model 1000, the LCD readout is only a fraction smaller, so it is still easily seen from a distance.

The model 703200 is the "commercial" grade unit of the group and its super large incandescent display can be seen from across the cockpit. It features a celsius/farenheit switch on the front of the panel, and it can be surface-mounted on a versatile pivot bracket, or hang down from an overhead radio box or bulkhead. A flush mount bracket is also available that will get this unit out of the weather if you have the space.

All Dytek sea temp gauges come with an insulated naval brass thru-hull temperature sensor designed to minimize false readings caused by the presence of hull and bilge water surrounding the sensor's shaft. If drilling another hole through your boat's bottom is against your religion, as it is mine, Dytek offers an angled stainless steel transom bracket that will allow you to mount the sensor with minimum difficulties. All four models are manufactured to withstand the harshest marine environment by incorporating high quality solid state components throughout, and Dytek offers a one-year Warranty on each unit.

Although using one of the Dytek sea temp gauges might not make the tuna makos jump into your fishbox like they seem to do for Capt. Bill of The Deeper, it certainly is a positive first step to take when trying to put more fish in the boat with a degree of consistency.

Manufactured by: Dytek Laboratories, 165 Keyland Court, Bohemia, N.Y. 11716, (516) 589-9030

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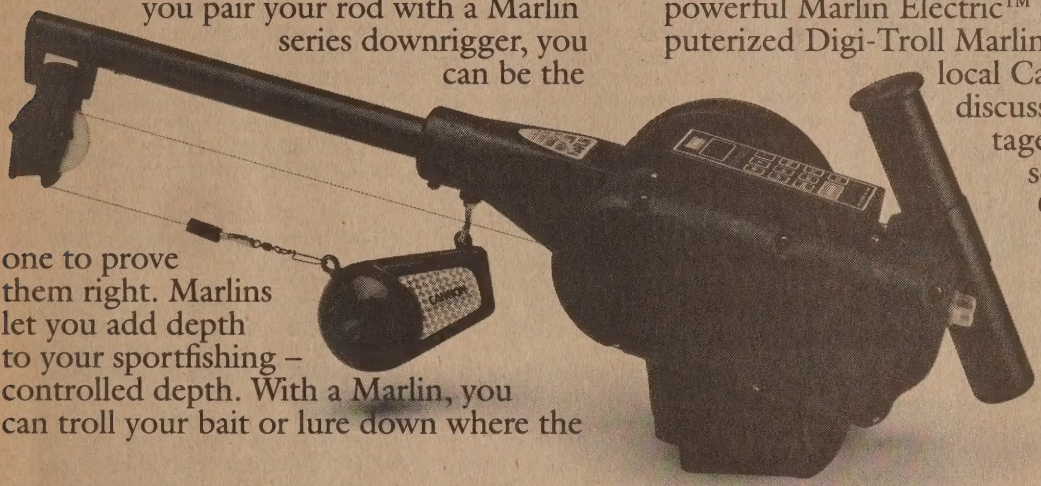
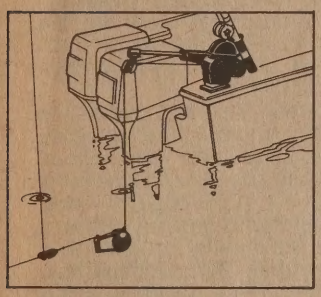
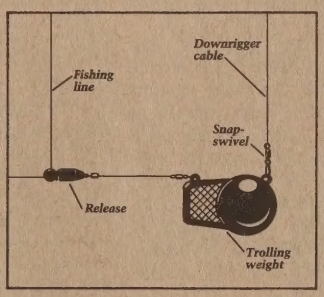
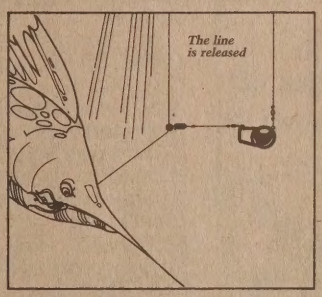




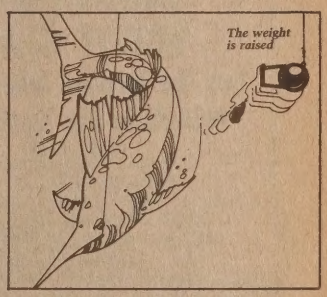
1. Pairing your rod with a Marlin series downrigger lets you easily control the depth at which you troll, to attract fish feeding below the surface.



2. You attach your line to the downrigger weight with a spring release, and your bait or lure trails behind, all at the depth you choose.



3. When a fish strikes, the force overcomes the spring tension of the release and separates the line from the downrigger weight.



4. While you play the fish on a free line, the downrigger weight is raised to avoid interfering.

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Tackle Doctor

By Ken Freel

Dear Doc,

Could you please help me in identifying the fish shown in the attached photo? I showed the fish to all the shops in the area plus some other fishermen and no one could identify it.

I am an ardent surf fisherman and have fished the surf for about 65 years. I find your publication good reading and informative and only wish I had known about it sooner. I have looked in McClane's *The Wise Fisherman's Encylclopedia* without success. Sincerely, *Paul C. Huelsenbeck.*

Dear Paul,

Although we could not reproduce the picture you sent us along with your letter, it is apparent that the fish you caught is a crevalle, ***Caranx hippos****. It is also commonly known as a jack crevalle, cavally and toro. This fish has a blunt head, silvery sides with a yellowish lower body, fins and tail. A distinguishing characteristic is the round black spot located on the gill slits and pectoral fins.*

The crevalle is thought to occur in all the tropical and subtropical waters of the world. Fish in the 30 to 35 lb. class are not uncommon in Florida waters.

In the northeastern part of the United States, particularly from North Carolina on up, the crevalle is not rare, but is uncommon. Fish caught in more northern waters are usually only 12 inches or so in length. Despite their diminutive size they are great fighters on light tackle. By the way, I found information on the crevalle in McClane's ***New Standard Fishing Encyclopedia****. Thanks for the question, Paul.*

It's great to hear from Fisherman readers who are responsive, take-action type of people, willing to provide some extra information to fellow readers in this column. Many of you are writing in to provide additional information on past Tackle Doctor questions and to share unique experiences. Let's take a look at a few of these letters that were sent in recently. Thanks for writing in to share your views and helping us to provide more information.

Maurice Lynch, Director of the Chesapeake Research Consortium provided more information on record sized blue claw crabs. He writes: "The question of maximum size of the blue crab, *Callinectes sapidus*, in your column in Issue 46 was raised with Mr. Willard Van Engel, Professor Emeritus, of the School of Marine Science, College of William and Mary. Professor Van Engel has over 40 years of blue crab research under his belt.

"The three largest blue crabs in Van's records are a monster of 9¾ inches from spine tip to spine tip, followed by a 9½ incher and an 8¾ inch crab. Mr. Whitaker's crab is right up there with the big ones, but it needed a little more time in the water to take the prize! I enjoy your column along with the other activities in The Fisherman." Sincerely yours, *Maurice P. Lynch, Director of the Chesapeake Research Consortium, Inc.*

Thanks, Maurice, for sharing Professor Van Engel's records with us. And "Thank you" Professor!

George Vujtech provided an update on Ava Diamond Jigs. He writes:

"I am writing to you with regard to the answer you gave in the December 3rd issue concerning Ava diamond jigs. The Ava Jig Company has been taken over by Clermont Electro, Ltd. Several years ago, due to poor advice and a variety of other reasons, the Ava product line had been given up. After all, diamond jigs were not the company's main business or product. However, Ava diamond jigs are back and are available!

"I own Island Tackle Company in Bohemia. We manufacture all types of lead products such as sinkers, chum pots, snag hooks and bucktails. Because of my knowledge of mold making, I have been working with Ava to produce the quality product that people remember. Our company has, in the past several months, been distributing Ava jigs to various stores on the Island.

"Island Tackle will be advertising in The Fisherman and displaying Ava jigs at various shows throughout the area. Thank you."

George Vujtech, President, Island Tackle.

People who are interested in Ava diamond jigs, can reach George at (516) 563-7500. We're glad to know that these quality jigs will be available again!

Dear Doc,

I really enjoy fishing from party boats. Bluefishing is my favorite, but my only problem is that I get backlash when casting jigs on a baitcasting reel. Could you recommend a spinning rod and reel that handles 20

pound line but is not too expensive? Also, can I use this same outfit for mackerel during the winter run?

Thank you. *Bernard Smilorich.*

Dear Bernie,

Baitcasting reels give a lot of fishermen a bit of trouble at first. The only thing that will stop you from getting backlashes is to spend some time in your backyard or open area where you can practice casting. If you practice often then you'll get the hang of using your thumb to apply the correct pressure and prevent backlash. You don't tell me what kind of baitcasting reel you have, so I don't know if you have a magnetic control lever built into the reel plate.

The magnetic control feature allows the angler to set the speed at which the spool revolves on each cast. Therefore, if the angler was not an adept caster with the reel, he or she would turn the lever up to a higher setting. As the angler becomes better, the setting can be lowered. This neat feature has helped many fishermen overcome the backlash problems inherent with inexperienced baitcasting fishermen.

If you still want to go with a spinning outfit, then there are certain things that you should look for. The best thing to do is to look through fishing catalogs or go to your local tackle dealer. All reel manufacturers list the line pound test that the reel is meant to handle, so that's the first thing you want to look at. There are literally hundreds of excellent reels that handle 20 pound test line. You want a reel with a sturdy bail as it will need to hold up to a lot of pressure from the bluefish.

The rod you need should be from 7 to 7½ feet in length. Make sure that the rod you select has a sturdy tip. The tip should not bend noticeably from the weight of a 4 to 6 ounce jig. The reason for this is that you need to be able to control any bluefish that you hook into. A 7 foot rod or better gives you the leverage to handle the bluefish. If the bluefish is coming straight in, then you hold the rod up high and reel. If the fish starts to dart to the left, then you put the rod down and to the right. If it goes the other way, you do the opposite. The longer rod with a sturdy tip will help you accomplish this. This is true whether you're using a baitcasting or spinning rod.

You'll be able to use the same outfit for the mackerel, too. Although mackerel are smaller and lighter than most bluefish this difference is made up from the way mackerel are caught. On good trips you'll be pulling double and triple headers over the side. Hence, a sturdy rod is needed.

Remember, on party boats you have to cast underhanded and with a short flick of the wrist and rod. Any other way and you're liable to be thrown off the boat for stupidity. Good luck with your bluefishing and send some pictures for the Fishing Reports section.

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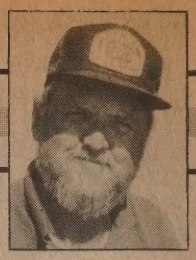

By Eric Burnly

It has been my observation over the years that fishermen who own boats are not necessarily accomplished seamen. Some anglers are boatmen who took up fishing because they were already close to the water; but many other people bought boats because they wanted to get closer to the fish. These folks have a tendency to consider their boats as another piece of fishing tackle and operate them without reading the instructions.

Proper boat operation begins at the dock or launch ramp. You don't blast away from either location leaving a wake that rocks every other boat in the area. Motor slowly until you are in open water, then come up on plane and run at a safe speed.

Docks and launch ramps are not the only places where your wake can get you into trouble. If you approach a group of fishermen who are anchored or drifting, slow down until you pass them. If this gaggle of anglers happens to be occupying a navigational channel, you may have the right of way, but you are still responsible for your wake

There is nothing that upsets me more than people who fish in the middle of a channel. They put themselves in danger and leave the rest of us with the responsibility of looking out for them. I have seen times when I had to bring my boat to a complete stop to avoid hitting any one of several boats running helter-skelter after small bluefish in a very narrow and dangerous inlet. The only option available to the law-abiding boaters it to report these activities to the Coast Guard or Marine Police. In my area these reports have resulted in warnings and arrest for obstructing a navigation channel.

I must assume that some fishermen have no idea what a channel marker is and why they are placed in certain locations. I say this because it seems these boaters are either stopped inside the markers or they are running around anywhere on the bay except where the markers indicate the channel is located.

Channel markers can be found in a variety of shapes, sizes and colors, but there is a definite system to this pattern and once you learn it you should have an easier time motoring around the waterways.

If you remember nothing else except "Red Right Returning" you will stay out of trouble 90 percent of the time. This means you keep a red marker to your starboard or right side when entering port and to your port or left side when leaving.

When operating your boat on the Intercoastal Waterway, you keep red markers right, or starboard, when going south and black or green markers left to port. These ICW markers are identified by yellow stripes on the buoys and a yellow border around daymarks. When ICW and local channels converge you will find yellow triangles or squares on the buoys that tell you which way to pass. Keep yellow triangles left to starboard and yellow squares left to port when heading south and the reverse when heading north.

At this time you will find both black and green markers along our waterways but the Coast Guard is replacing all black markers with green ones and they expect to have this job completed by 1989.

Sooner or later you will come across a marker that is both red and green. These confusing little gems indicate a junction of two channels and the top color on the marker gives you the direction of the preferred channel. If the top is red, the preferred channel is to port and if the top band is green, the preferred channel is to starboard. Exactly who prefers these chanels depends on where you want to go. The Coast Guard's idea of a preferred channel is one that goes on up the river or bay. Your idea of a preferred channel may be the one that goes back to your marina. These decisions come under the heading of local knowledge and are learned by experience.

Most channel markers are numbered. The red nun buoys carry even numbers and the green or black can buoys have odd numbers. Square, green daymarks have odd numbers, while the red, triangle daymarks have even numbers.

There are some buoys and daymarks that do not necessarily indicate a channel. Red and white buoys or daymarks with horizontal stripes, red diamonds or circles indicate such things as exclusion area,

danger zones, speed limits or other regulations. They should be approached with the utmost caution. Buoys or daymarks with red and white vertical stripes indicate the middle of a channel. Some of these may be shaped like a big beach ball and the daymarks are octagonal.

Other markers you may encounter include yellow buoys around quarantine areas, white buoys with orange or yellow markings around anchorages, black and white fish net buoys, white buoys with a green top for dredging areas and special purpose buoys which may be orange and white or all yellow.

All buoys and daymarks have symbols that are used on NOAA navigational charts. By keeping track of the buoys and following the indications on the chart you should be able to go anywhere in relative safety.

All I hope to accomplish here is a short study on the navigational aids found in the waters where most of us fish. I do not hold myself out as an instructor in this subject and I highly recommend a safe boating course for anyone planning to operate a boat on any waterway bigger than a millpond.

Dear Eric,

Because of wild gyrations of my compass as a result of fluid loss in that compass, I recently filled the instrument with the lightest grade of mineral oil I could find.

The wild spinning,of course, has stopped, but now I notice that the compass is very slow in reaction to course changes. This tells me that the mineral oil is too heavy.

I read recently in another publication that a compass manufacturer is filling his compasses with kerosene.

My quesiton to you is: is this the garden variety "coal oil" or is it petroleum kerosene? In addition, where might a person get a supply of "compass fluid refill" without having to return same to the maker? The marine supply house catalogs do not list such an item.

I would greatly appreciate any help you may be able to give me.

Warren L. Corbin.

Dear Warren,

I suggest you send your compass to the manufacturer or to an authorized compass repair shop for service. This piece of navigational equipment is much too important to work on yourself.

I really don't know what type of oil they use in a compass and when I called one of the leading manufacturers they suggested letting their repair facility replace the fluid. I agree with them.

It seems to me that kerosene would be a bit too thin for use as compass fluid. As you have found out, it takes just the right consistency or your card either flops around too much or is slow to react.

Stop fooling around and take the compass to someone who knows what they are doing.

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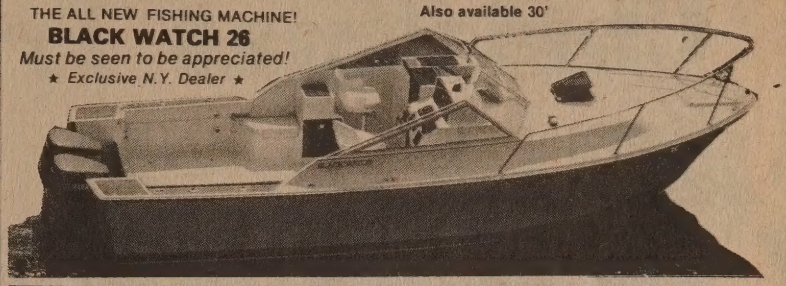

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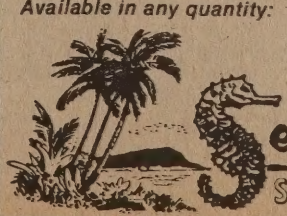

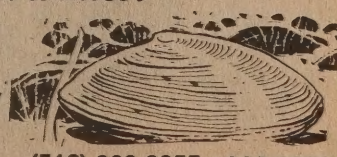

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Operation Christmas Tree

I often wonder how many of us fully appreciate the beauty and splendor of Long Island's barrier beach. Stretching unmolested for more than 100 miles, this pearly white ribbon of sand includes some of the most beautiful stretches of wave-washed shore in the world. As a bonus, this precious piece of coastline just happens to include some very respectable surf fishing territory.

For the most part, we entrust nature to the maintenance of this valuable resource. But Mother Nature, being the whimsical lady she is, can turn a gentle, loving caress into a relentless battering that will leave long-standing scars.

Each winter now, for longer than I care to remember, a small army of volunteers under the direction of the Long Island Beach Buggy Association has taken it upon themselves to help eliminate some of those scars suffered from a frenzied ocean. By strategically stacking piles of Christmas trees along breakthroughs (blowouts) in the dune line, shifting sand is collected until the damaged section of dune is "rebuilt."

This year's project, as was last years, was performed in cooperation with the Long Island State Park Commission and focused on the beach within the boundaries of Robert Moses State Park. L.I.B.B.A. members spent the weekend of January 9th and 10th collecting trees from retailers and stockpiling them at Robert Moses Parking Field #4.

On Saturday morning, January

16th, approximately 250 volunteers, under the direction of L.I.B.B.A. president Bob Lucchesi, began work on the beach. Many of Long Island's surf fishing clubs were well represented but not all of the volunteers were motivated by an interest in fishing. Several people I spoke to simply came down because they "love the beach and wanted to do what they could to help." Men and women, young and old, turned out in force. There was also a good turnout of youngsters which bodes well for the future. Developing a wholesome respect for nature and our environment at an early age ensures that there will be people who care, around for years to come.

Volunteers split up into several groups. Some remained at Field 4 to load trucks with trees. One group headed west to repair blowouts between Field #2 to Democrat Point. Others headed east to work on the stretch of beach adjacent to Parking Fields 4 and 5. At times, there were so many eager hands unloading trees that it seemed there might not be enough trees to go around. In reality, somewhere between 9 and 10 thousand Christmas trees were placed on the beach.

The weather couldn't have been better and by late morning, many of the workers had shed heavy coats for sweat shirts or sweaters. L.I.B.B.A. supplied donuts, coffee and hot chocolate in the morning and then a midday lunch of hot dogs.

Aside from the obvious benefits to the beach, projects such as Operation Christmas Tree provide other far reaching benefits where fishermen are concerned. Cooperative projects with government agencies such as the State Park Commission help to maintain and improve communication between recreational fishermen and Park personnel. It also lets them know that we care enough about the resource to contribute our time and energy towards maintaining that resource, along with our access to it.

Operation Christmas Tree 1988 was another big success thanks to many people. L.I.B.B.A. should be congratulated for their efforts in running such a smooth operation. A special thanks to those L.I.B.B.A. wives who manned the food counter on both days is in order. And let's not forget all of those folks who donated their gas and vehicles to make seemingly endless trips back and forth between beach and lot to keep workers supplied with trees.

Lots of credit is due the State Park Commission for their role. Thanks to the cooperation of John Sheridan, Michael Asheroff and Neal Ackerson, the project came off without a hitch.

If you think you might want to get involved in similar projects, there will be other opportunities. A beach cleanup project is slated for sometime this spring. Specific details will appear in the Pass It On section of The Fisherman when more specifics become available.

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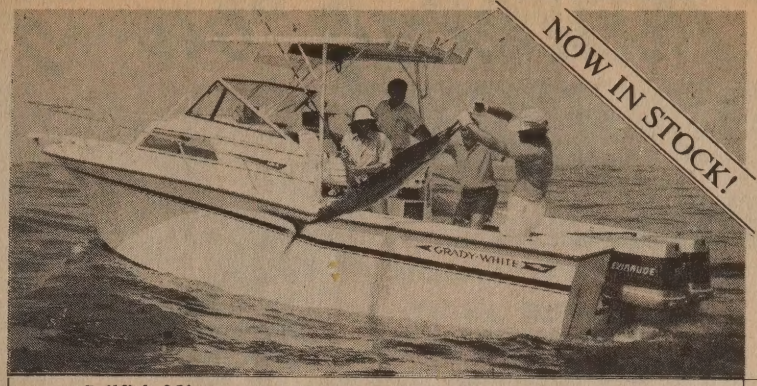

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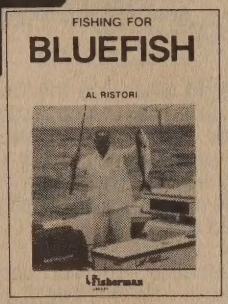

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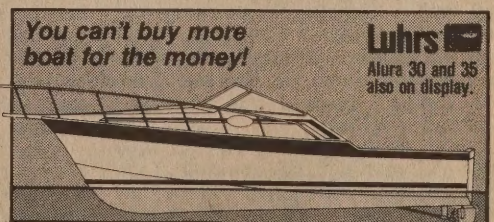

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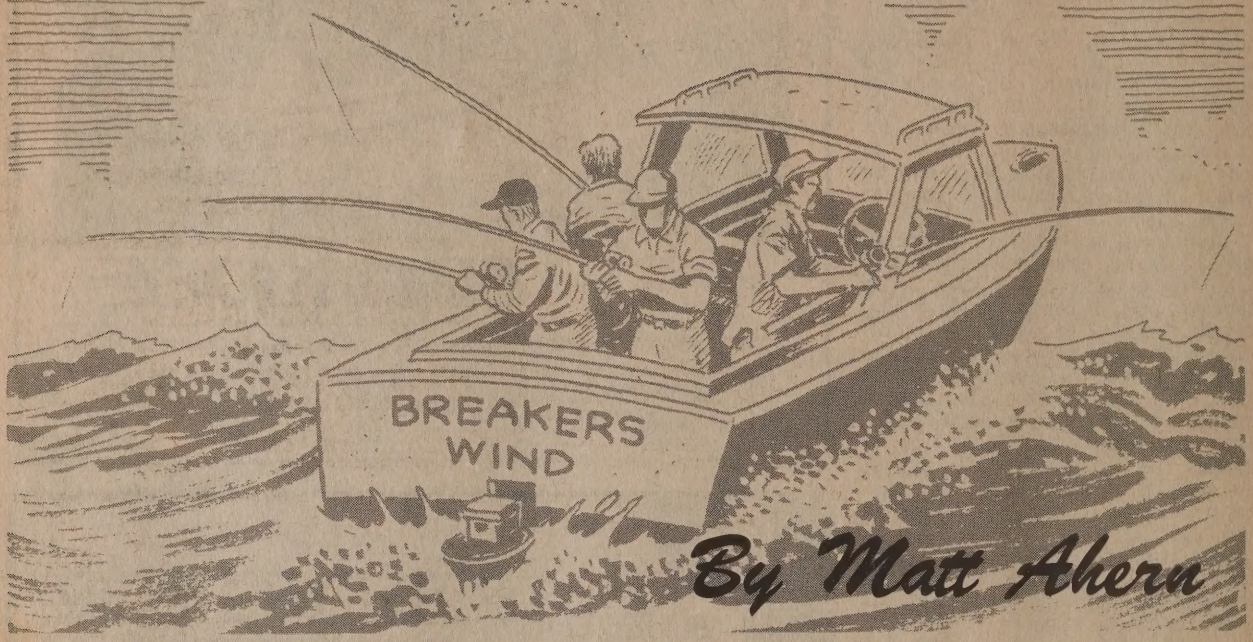

By Matt Ahern

Want to start an argument? A fight? Easy. Just tell the next sinker bouncer you meet that what he's been doing is all wrong. Then watch for the fireworks. The more recent his entry into the fishing game, the stronger his anger is likely to be.

Not all fishermen fit this mold, of course. Some of us have such a strong desire to excel, we cheerfully accept any and all information—no questions asked. This has its good points and its bad points. The good points come from those who know what they're doing; the bad points from those who **think** they know what they're doing. Sometimes that discerning line is very fine, indeed.

I recall an instance of many years ago when I first began codfishing, a time when to catch a cod entailed little effort. Lower the bait, wait the required time according to the type of codfishing being done, hook your fish, and reel in. Simple. To everyone but me, that is. Hadn't I read up on all that never-fail, up-to-date, nothing-to-it information? Of course. Then why didn't I have a cod on deck? Damned if I knew.

I don't know how long I would have gone on like that if the old-timer at the rail handn't told me I didn't know how to rig for cod. Sure, I felt resentful—after all, hadn't I read all that up-to-date, sure-fire information?

I was only a youngster at the time (1928-1929), but I'm sure the first retort that popped into my mind was "Get lost, Jack!" or some similar witty remark. Instead, I used my head and stood by quietly and allowed the old-timer to teach me the fine points of codfishing as they applied that particular day. Actually, all I had to do was raise my top hook an additional 12 inches. But those 12 inches made the difference between catching a few cod and none.

And so it goes.

Just because you read somewhere that cod can only be caught on a hook tied in two feet above the sinker doesn't necessarily make it so. How do you know where that particular writer got his information? Was it through firsthand experience, or through copying the writings of armchair fishermen bluffing their way? The latter is a prime example of the blind leading the blind.

And I'm not treating this lightly.

I once read a codfishing article that was so far off base, I actually thought it was written as a gag. (I assure you it wasn't in The Fisherman.) As truth can be stranger than fiction, let me say that I knew the fellow who had written this asinine article; I knew him as an excellent surf fisherman and was unaware that he had an interest in our bottom fishing game.

When questioned, he told me that his editor had requested a codfishing article from him, and rather than confess he'd never caught a codfish in his life, he decided to bluff his way. Nothing to it, he figured. Who'd know, anyway?

Only the good Lord knows where this misguided scribe got his inaccurate information, but I'm certain there were disappointed novices who had taken his writing as gospel. And who knows how long it took these misguided fishermen to discover the error of their ways. Perhaps they weren't as fortunate as I.

I know that along about now some of you are asking: "What gives this guy the right to set himself up as an authority?" Don't deny it; I can hear you from here. And should you feel this way, you are absolutely right. As I've said many times in The Fisherman, I don't know a damned thing about fishing. I know only what works for me. Beware the fisherman who sets himself up as the know-all and end-all of fishing. As for me personally, I can tell you only those methds which over 60 years of continuous fishing have proved to be workable—for me. But these methods don't work every time; which, of course, is what makes fishing so interesting.

As for proper fishing methods: there's nothing to it—for me. I put it this way because I've learned to separate the wheat from the chaff. This took some doing simply because there are few fishermen as stubborn as those of Irish blood. And believe me, I know, having a bit of the ould sod coursing through my veins. By golly and begorra—if those fish don't like the way I'm fishing, they can go to hell! Of course, this attitude doesn't work, for those fish we seek with such verve and energy wouldn't be impressed if all sinker bouncers were descended from a race of Hottentots.

We as fishermen must give fish what they want when they want it. It's as simple as that. And even then, to

do so doesn't always work, for there's nothing on God's good earth that can sway the simple judgment of a fish as to the worth of a worm—or clam, or killie, or whatever we happen to be using at the moment.

Fishwise, there is a vast difference between today and the days when I first wet my feet in the New York Bight.

Take flounder fishing, for instance. I've never been skunked while flounder fishing. But this is nothing to brag about, for when I first began fishing, flounder were so plentiful it was difficult not to catch them. It was during those glorious days I learned how it was done. Just luck on my part; I had nothing to do with it. I often wonder how flounder fishing would be for me today if I were just starting out. Maybe I'd be sweating it out, too.

Therefore, now, today, it is imperative that we fishermen waste no time with haphazard fishing methods. We must arm ourselves with those surefire techniques that work for most, not those methods we hope might work.

And this applies not only to flounder fishermen; for those who seek blackfish, fluke, cod and so on, will surely fall by the wayside if they do not take it upon themselves to dip into the fountain of knowledge available to them in magazines and books that are written by knowledgeable fishermen. No ifs, ands, or buts.

I'm sure you are acquainted with fishermen who seemingly can do no wrong. They catch fish while others stand by in silent frustration. Now, you can't make me believe these fishermen were born with that knowledge. I'll tell you what they were born with: they were born with an inherent love for fishing. The rest, their knowledge, their sixth-sense, was acquired by dint of effort. There are no pre-knowledgeable fishermen. If there are, I've never met any—and I believe that in over 60 years in the fishing game I would have met one or two.

So, for you fellows just starting out in the fishing life, let me say this: Be of good cheer. Start off on the right foot. Learn, learn, learn! Be insistent—and then learn some more. Pick the other guy's brains. Don't hesitate to ask questions—ever. I have never met a real fisherman who refused to help the other guy. I must admit, though, I've met some who play it close to the vest, thereby believing they have everything sewed up. These aren't fishermen in my book—they are just men who fish. A big difference.

Don't be like a little boy I know so well, who upon being asked what he learned during his first day at school replied by saying "Everything!" Believe me when I say that if 60 plus years in the sinker bouncing game has taught me anything it is that not one of us beat-up fishermen knows "everything."

So—these are a few of my thoughts on fishing. I hope you will take them to heart.

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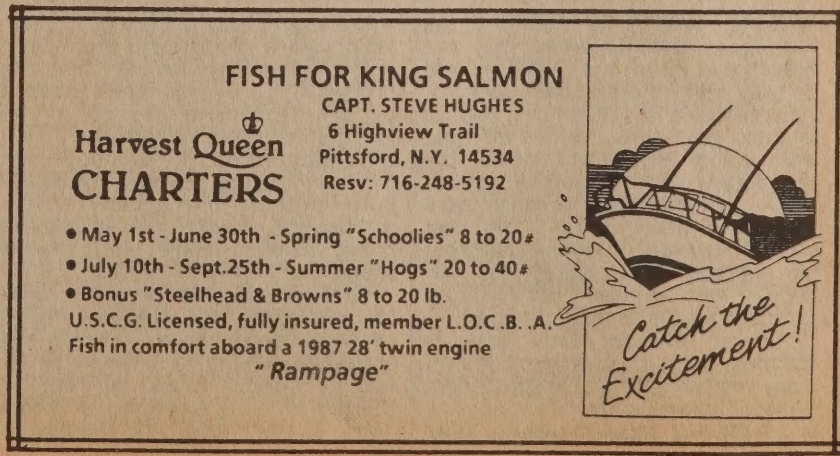
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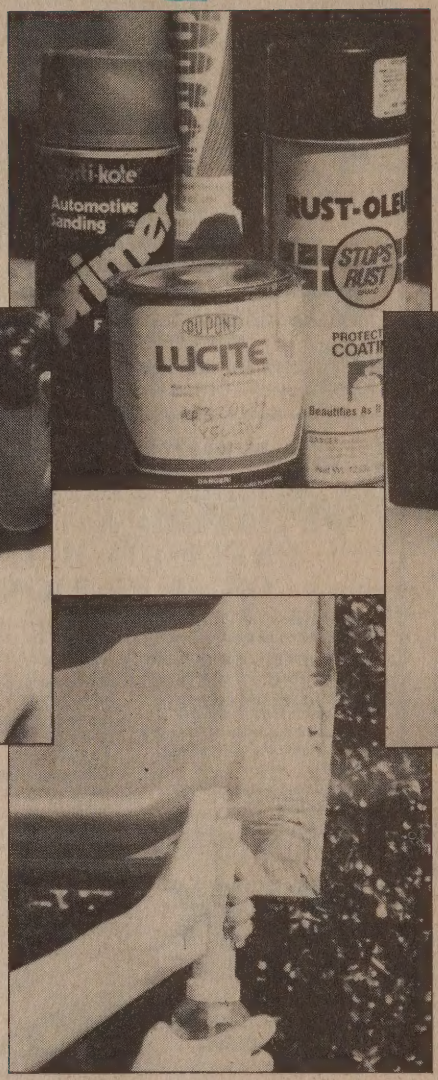
Four Wheel Drive Repair Part Three:

BODY WORK

William A. Muller



Painting supplies including sprayer unit.

Apply primer thoroughly to all spots. Keep can upright for best results and shake often.

Hold the polishing machine with two hands and let it do the work.

You can see the scope of the spray stream you'll get out of this unit, as well as how to hold it.

In Parts I and II we examined the techniques and materials that are available to those who might wish to do body work on their beach buggies. We also took a look at options, and we followed procedures for one of those work options. Please be clear that the techniques I've discussed aren't "The" method to use, because there are places where it isn't the best choice. However, it is also clear that for appropriate rot spots on your buggy, this approach can produce excellent results at minimum cost.

Yet no vehicular body work is complete without a good paint job. In many ways a paint job is like a shoeshine: it covers a multitude of sins and is the final touch of beauty. Time was it wasn't easy to get a good paint job outside a professional shop. Once again, technology has overcome the problems. Today you don't need a big, fancy expensive spray gun for the job; that is, unless you plan to repaint the entire vehicle. If that's your plan then don't delude yourself, the procedure I'm about to describe won't cut it. However, if we're talking about a rocker panel, a fender, etc., then it should work out well for you.

First of all, the proper primer comes in spray cans. Ask your dealer which he recommends. A single can should be enough for a coat; maybe two, for a fender (as an example). Let the primer cure according to directions. If there is a single piece of advice that I can offer that is more important than the rest it is to be patient. Do not rush the job!

You have two types of paint to choose from: enamel and acrylic lacquer. I used both for several reasons. I ended up using an anti-rust black enamel for the rocker panel and lacquer for rear gate, door, hood, interior. I wanted to use both knowing that I could report to you more effectively. As it turned out I was pleased with my choices. The black enamel was great for the rocker panel. I applied about four coats spaced by several days. I ended up with a smooth and very shiny surface. Because it was an enamel, it needed very litle buffing and polishing. A

word about the use of enamel. First, apply thin coats and second, allow the enamel to cure very well between coats, and third, allow the enamel to cure for several weeks before polishing. If you attempt to polish immediately you will ruin the finish.

The lacquer is another matter. As I said, for small areas you do not need a big fancy sprayer. If you do have a professional type sprayer, your task will be faster, although I don't believe it will be easier. I think, from my experience, that you'll get a slightly better job with the pro-type sprayer, but I believe you can just about match up to the pro job with the mini-units by being very careful and very patient.

You'll need a quart of acrylic lacquer, a gallon of thinner, a power unit or two, with reservoir, masking tape, sheets of plastic or plain newspaper and a mask to prevent inhalation of paint droplets.

It would be best to do the painting in a large, well ventilated shelter to mimimize the effects of the wind and the collection of dust. A small one-car garage isn't a good idea since the space is too confined and you'll be affected by the fumes which are dangerous. A spacious two-car garage with windows as well as a door might work, but a barn or similar shelter would be better.

Make sure the vehicle is completely clean of dirt and grease. Any dirt or grease will prevent the paint from adhering, so be meticulous about cleanliness.

Lacquer dries very fast so you won't be able to dawdle. It is advisable to plan out what it is you want to do, plan out the amount of paint you'll need for one coat of the area to be covered, and then move through the process quickly although not impatiently; there is a difference. Clean your power unit and reservoir immediately after use, or the lacquer will clog it permanently.

I was told to mix two parts thinner to one part paint and it is convenient to do this in the power unit's glass reservoir since the side is marked off in ounces. Mix thoroughly by shaking with power unit screwed down tight onto the reservoir.

Previously, you should have prepared the area to be painted by cleaning, drying and delineating the area with plastic or paper secured to the vehicle with masking tape.

Spray the area to be painted at a distance of about six inches, by sweeping the sprayer back and forth over the area. **Do not** leave the sprayer motionless in one spot since this will cause drips and runs. Remember, you will be applying four or five thin coats, so don't worry if the first coat doesn't cover. Also, lacquer dries so quickly that you'll be able to apply the second coat within minutes (see directions on the back of the can of acrylic lacquer. I opted to allow the paint to dry and cure for a day because I was uncertain about curing time during humid summer days. However, following my experience this time I would not hesitate to follow the directions on the can next time with respect to drying intervals.

If you do not have a large shelter to paint in, paint in the morning before afternoon breezes kick up. I had to paint outside for lack of a building. I first found out that the wind prevents proper distribution of the paint as well as proper application. In addition, the paint had a tendency to dry before it hit the surface. I quickly switched to mornings at about 9AM. Usually, the dew was burned off by the sun, but the wind might be quiet. On windy days, I didn't paint. If the paint dries before it hits the surface, the resulting paint job will be duller and rougher. You can compensate with the next coat. The three most common causes of this would be: you are too far away from the surface; your angle of application is too severe; or the wind is strong and interfering on a dry day.

Remember you have five coats to compensate for any mistakes. If you have never done this before you will, as I did, learn as you go, correcting any problems. Even drips and runs can be corrected in most cases since the coats of paint will be thin.

When the paint job is finished, you have a polishing job ahead of you that's no small item, unless you've used enamel. Frankly though, I'd recommend the lacquer for the more visible and larger areas. First, it's easier to match original manufacturer's colors. My match turned out perfect with Lucite by DuPont. Second, lacquer is easier to paint with since the drying time is so fast. Third, modern equipment facilitates the task.

Okay, you can polish the paint by hand. However, you'll need plenty of elbow grease, lots of rags, and a good deal of time. As I said in Part I, I bought a professional polisher for $100 on sale. It was worth it. If you don't own one, and can't borrow one from a friend or relative, how about renting one from a rental store. I think you'll be glad you did. You can buy a glaze that is made especially for lacquer finishes and specifically to be used with an electric polisher. Both the back of the bottle of glaze and the polishing tool come with directions. Follow these carefully.

Remember, let the polishing machine do the work and take your time. Higher speed revolutions and pressure will burn the finish and should be avoided. The eccentric motion of the machine allowed to glide without pressure on the paint will do the job in a way that will live up to your expectations. When the paint has been polished smooth and it has a strong reflective look, you can apply a coat of wax. Use a quality car care product. Apply it and then switch to the buffing bonnet to polish off the haze and leave a magnificent shine.

If you think you'd like to try, I wish you the best. I had a ball doing it and I hope you do too. Good luck!

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1988 Outboard Power Lineup

Part 1: By John N. Raguso

During the course of the next three weeks, we're going to take a look at the leading outboard motor manufacturers and review what they have to offer for 1988. Although not a revolutionary year by current standards, many in the industry have introduced subtle changes to existing models that enhance their overall performance and reliability. The novelty of competition is wearing thin, as outboard manufacturers tuck in their belts a notch and retrench with strategic intensity of the recent masters chess tournament.

Both Brunswick (parent for Mercury, and Force Mariner and the Outboard Marine Corp. (OMC Sea Drive, Evinrude and Johnson) have diversified into "big picture" thinking by purchasing highly profitable boatbuilding organizations to increase corporate sales volumes and cash flow. Brunswick has purchased both the Bayliner and the Sea Ray operations and OMC counterpunched with their procurement of Four Winns. We are already seeing totally rigged packages, complete with outboard powerplants, being shipped straight from the boat plants, and this should become more of a familiar "modus operandi" for '88. Not to be outdone by its Yankee counterparts, even Yamaha has worked out some exclusive supply arrangements with some stateside builders, Black Fin coming first to mind, where they will ship their craft fully rigged with Yamahas if the customer so desires, thus eliminating a step from the rigging process.

But enough with the Harvard MBA mumbo jumbo. Let's focus our attention on the main event of this dogfight: the outboards themselves. Week #1 will see us review the offerings from the Brunswick Corporation's power triplets, Mercury, Mariner and Force. Week #2 will reveal what OMC's three prodigies, Evinrude, Johnson and OMC Sea Drive have to offer. For week #3 we'll ride east to the orient to see what new ways Japan, Inc. has cooked up to upset the trade deficit even more.

Mercury Marine: The crew from Fond du Lac have spawned three new outboards for 1988; a large block 150 HP V6 designed especially for competitive bass fishermen; a four-in-line 100 HP middleweight; plus a 5 HP single cylinder mini mill that's perfect for the family dinghy.

The revised XRA bass boat engine sports a displacement of 142.2 cubic inches, a full 21 cube addition over last season's 121 C.I.D. XR2 mill. Like its sister it replaces, the XR4 features loop charged induction for top fuel economy, a 60 degree V configuration for space-saving efficiency on the transom, plus oil-injection for reliable service. However, taking performance to a new level of intensity, the new XR4 bass engine offers these advantages and improvements:

- Recommended RPM range at wide-open throttle has been reduced from 5500-6000 revs down to 5000-5500. This reflects a change in the power curve at the low end for better durability and improved acceleration.
- The gear ratio has been changed from 2 to 1 down to 1.78 to 1 for improved acceleration out of the hole.
- The XR4 has a new, more hydrodynamic gearcase so underwater drag is reduced for better performance.
- For greater operator convenience, a power trim switch has been mounted on the engine cowl so it can be raised or lowered either from the helm or stern of the boat.
- The 142.2 cubic inch block of the XR4 features a chromed bore cylinder lining for improved heat dissipation and durability.

To complement the performance characteristics of the XR4 powerplant, a new line of Quicksilver propellers has been developed.

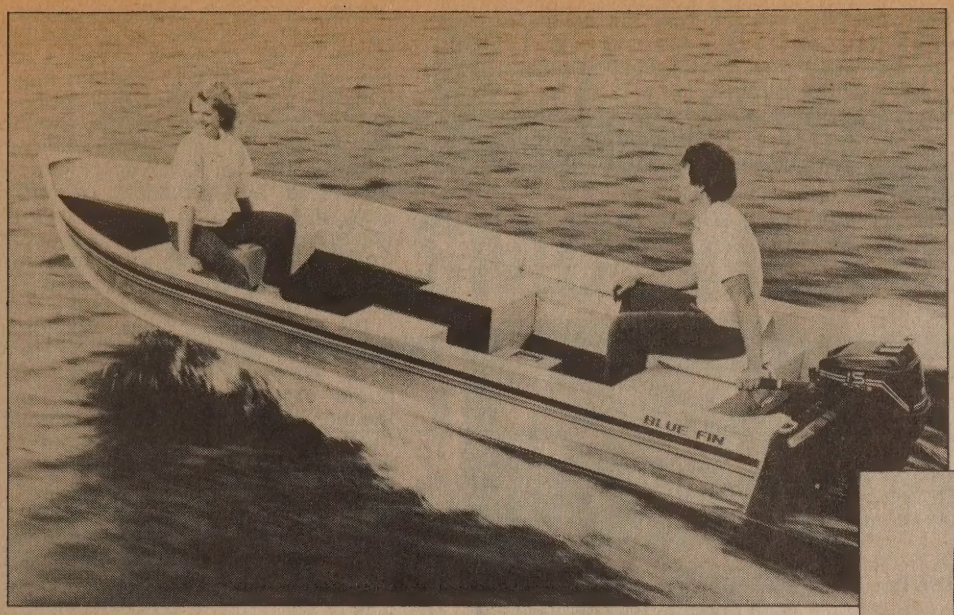
As rumored in last year's outboard roundup, Mercury had been developing a new 4-cylinder mill for some time for a scheduled launch in '88. While many folks, myself included, thought this would be a V-4 block, the Merc engineering team fooled us by introducing a four-in-line job that picks up where 1987's revolutionary 3-cylinder outboards left off. The new loop-charged four-banger features a displacement of 105 cubic inches, with a recommended wide open throttle RPM range of 5000-5500 and a gear ratio of 2.07 to 1. According to the Mercury public relations staff, this latest addition to the lineup also comes equipped with oil injection, supplied by a 1.45 gallon oil tank mounted on the engine under the cowling. The system is gear-driven mechanically from the crankshaft and mixes oil at a 100/1 ratio at idle and 50/1 at wide-open throttle. Oil delivery varies not only in relation to crankshaft speed, but also relative to throttle position.

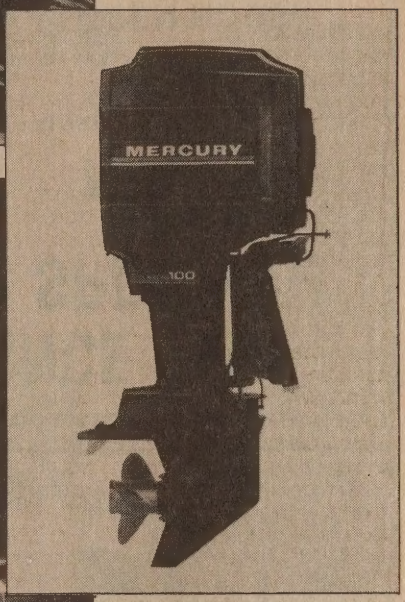
Other attributes of the new 100 hp Merc include: an oil sight gauge in the port side of the engine cowl to make it convenient for the operator to check oil level; "cracked cap" connecting rods to provide a better bearing contact surface, enhancing durability; pistons with a high concentration of silicon to increase resistance to "scuffing," typically caused by poor fuel or inadequate lubrication; a petal reed valve arrangement combined with a conical shaped reed block to aid in fuel atomization, resulting in more efficient combustion; and a gravity feed fuel enrichment system which improves starting.

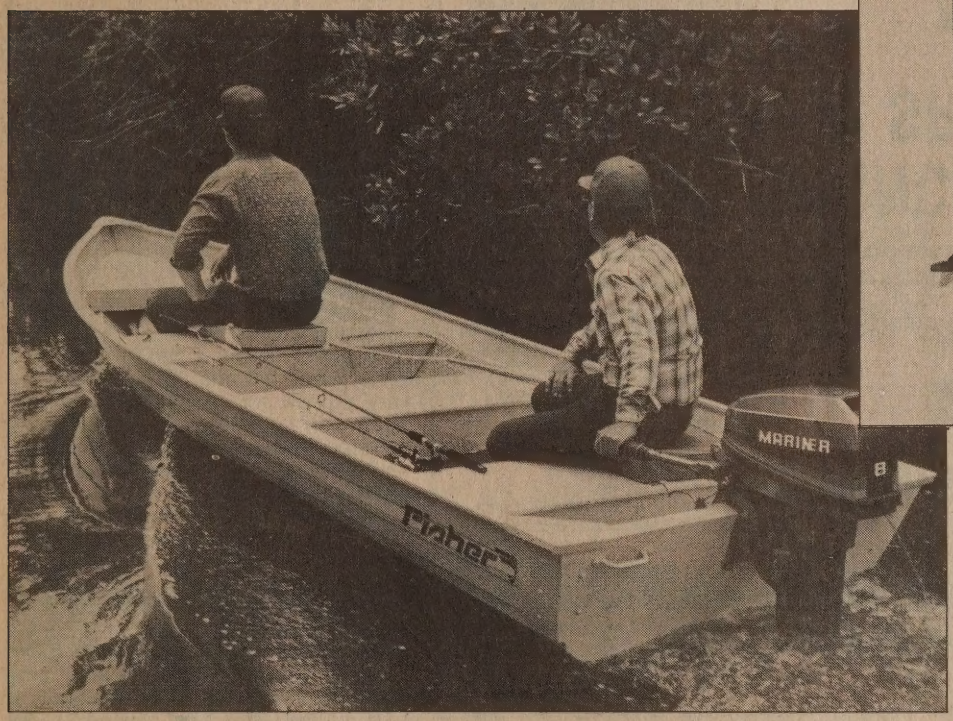
Last, but not least, is a new one-cylinder Mercury 5, which has the same 6.2 cubic inch displacement as the relatively new Merc 4, which was introduced only a few short months ago. Both motors feature both 360-degree steering as well as a full forward-neutral-reverse gearshift. The two models differ only in net horsepower and in the fact that the Merc 4 has an integral 2.5 litre gas tank, while the Merc 5 comes equipped with a 3.2 gal. remote tank for longer hauls. The 5 HP mini also boasts underwater exhaust through the propeller hub to bury noise and fumes far astern; capacitor discharge ignition for sure, fast starts; and a splined rubber prop hub that acts like a shock absorber to prevent damage to the drive train when striking an underwater object.

Mercury tops off their product line with a standard 3-year anti-corrosion warranty on all engines, plus an optional 2-year extension to their basic 1-year general warranty.

Mariner: Like its sister organization, the Mariner folks are offering three new powerplants for 1988, although not exactly the identical models. Unknown by many outboard







Clockwise from top: Force 15, Mercury oil injected 100 hp, Mariner 8 hp.

consumers there are over a dozen different motors in the Merc and Mariner inventory, so one's product moves do not always mirror-image the other. However, Mariner's Magnum II is a clone of Merc's XR4 bass boat mill in practically every regard. Ditto for the new Mariner 100 HP four-in-line outboard when compared to its cousin dressed in phantom black. However, the grey team has introduced a 2-cylinder 8 HP engine that breaks up the trend. The new two-banger is based on the 12.76 cube block, successful in the 9.9 HP model introduced last year.

According to the Mariner PR department, the new eight has an automatic tilt system which allows the operator, while seated, to easily trim the engine with one hand. Multiple trim positions provide the optimum running attitude at any speed with any load. It can also be lowered while seated and running. Automatic decompression ports and a fuel primer/choke system combine to create easy starts. The recoil starter permits easy pull-starting and instant engagement. The Mariner 8 typically starts right up with pulls of only 10-15 inches. The 8 HP is also available with optional remote control and electric start. An easy-to-reach knob located on the front of the engine controls trolling speed. This model features smooth idle speeds which can be manually adjusted from 650 to 2,000 RPM, and it trolls quietly all day at precise fish-catching speeds.

Mariner has also introduced a new remote control box. The versatile Quicksilver Commander 2000 series will be standard issue on all electric start outboards. It's reversible for port to starboard installations, can be stacked for twin engine applications and has a finger-adjustable throttle friction knob.

Also news for '88 the reliable Mariner 20 and 25 HP outboards have undergone significant internal and external improvements. These motors have been redesigned to run quieter, in addition to being fitted wih an external idle speed control, improved corrosion resistance and shallow water drive. The V-6 lineup has new cylinder heads manufactured by the "lost foam" process. This high-tech

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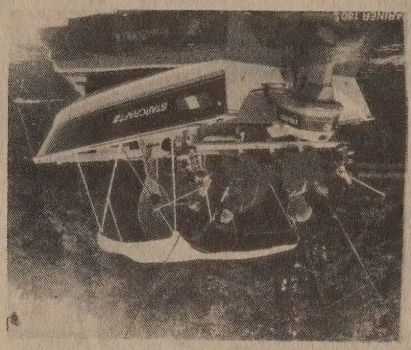

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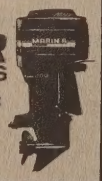

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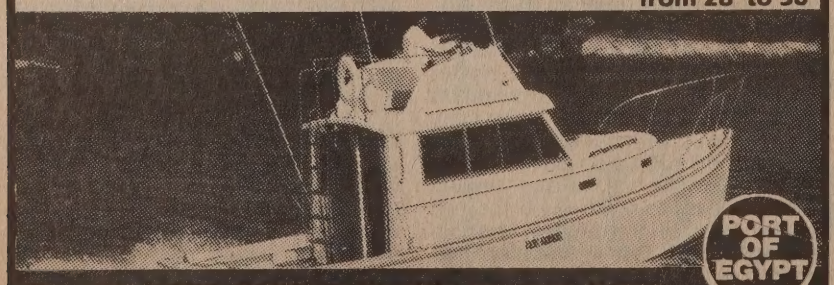

casting procedure produces cylinder heads with 40 fewer parts than the heads they replaced. Lost foam technology results in a stiffer head, which in turn, provides a much longer life for the head gasket. Also new on the V-6 outboards is a high volume/-low pressure fuel pump, which should minimized any problems of vapor lock, also improving the fuel flow at idle speed. Finally, Mariner outboards from 2 HP to 115 HP will now come standard with either 3.2 gal. or 6.6 gal. portable polyethelene fuel tanks.

US Marine Power Corp.: Rounding out the Brunswick family is the Hartford, Wisconsin-based Force outboard organization. Spawned from the old Chrysler family, and related to the boys from Fond du Lac stemming from the Brunswick purchase of Bayliner (US Marine's parent company), Force is acting as a tool independent with nothing in common with the grey and black teams except the lineage to the holding company. Now if you could follow all that, Carl Icahn might have a job for you!

Positioned as "the affordable alternative," Force outboards come in only a few models, but offer basic and reliable power options at an attractive pricetag. Of the seven Force outboard models, five are new for this year, and all sport a new look for 1988.

The Force 5 HP outboard offers a 25% increase in horsepower over '87's one cylinder Force engine. Lightweight and easy to start and operate, the Force 5 is a powerful little package and is ideal for a rowboat, dinghy or daysailer. A straight track adjuster allows for easy control and the motor pivots a full 360 degrees. The Force 9.9 and 15 HP outboards are all-new for 1988, with easy one-pull, primer-assisted top-mounted starter. These compact lightweights are easy to carry, but pack a powerful wallop with their big-bore 15.41 C.I.D. displacement. A F-N-R gearshift plus twist-grip throttle handle is standard, with remote steering an option.

The Force 35 is also new for 1988, featuring an exceptional power-to-weight ratio which makes it an ideal utility outboard. The heavy-duty lower unit is protected by a 10-step anti-corrosion process. The high-output CD ignition and level rewind starter make this powerplant a breeze to operate. Remote steering is standard. The Force 50 is newly-engineered from the gearcase up to the powerhead, featuring a 44.7 cubic inch two-cylinder block, CD breakerless ignition, a strengthened crankshaft, high-output alternator, an improved fuel pump, and more.

Rounding out the Force family are the three-in-line 85 HP middleweight, and the four-in-line 125 HP outboards. These two motors also feature CD ignition, 7-amp alternators, stainless steel prop and drive shafts, and a host of other standards, all at an affordable price.

Stay on the beam for next week's outboard power review, as we take a peak at the OMC family of products.

THE Fisherman

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Uniondale, New York ..... February 13 - February 21

World Fishing & Outdoor, Rockland Community College
Suffern, New York ..... March 2 - March 6

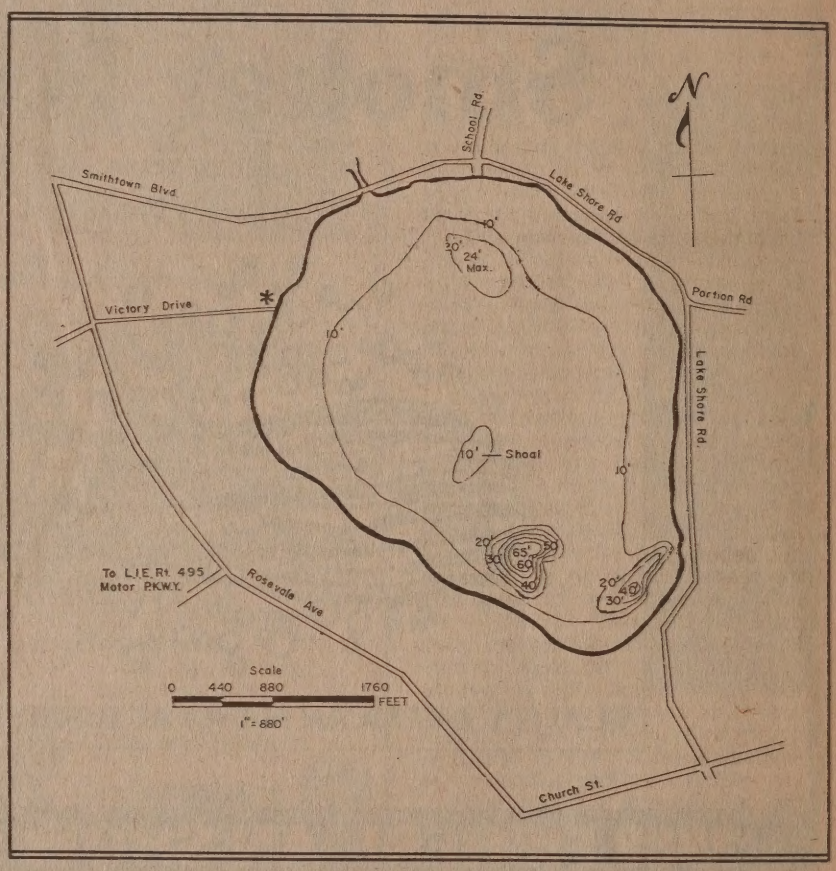
Ronkonkoma on ice

By Tom Schlichter

I've never been able to decide if ice fishing is more fun than misery, but it must be a little bit more of the first since I find myself trying it each and every season. Maybe I'm just a glutton for punishment, I don't know, but there is something about it that keeps one interested and sometimes prompts normally sane anglers to seek out the coldest parts of the state.

In any case, it is not always necessary to head upstate if one wants to be miserable, productive ice fishing can be found close to home beneath the frozen surface of our very own Lake Ronkonkoma for at least a limited period during late January and early February.

While ice fishing gets little play at other locations across the Island, Lake Ronkonkoma can at times host as many as 20 anglers on a weekend afternoon. Why is this lake so favored over all others? The answer is threefold. First, there is the vast amount of deep water that one can fish here. The average depth lies between 12 and 20 feet. Few other bodies of Long Island sweet water can offer even a single 12 foot hole. Lake Ronkonkoma is also centrally located and easily accessible, traits which cause it to be a natural gathering place—and since misery loves company it stands to reason that ice fishermen like to gather within sight of each other. Lastly, no other local lake offers such an abundance of both small and large game fish. In addition to the many white and yellow perch that most ice fishermen are accustomed to catching, Ronkonkoma is chock-full of bragging sized largemouths, speckled with pickerel and can even offer 10 lb. carp. The introduction of elusive tiger muskies, known to feed under the ice in upstate waters, offers an additional challenge—one which I hope to pursue at least a few times this winter. As you can see, the options are quite varied.



Before diving into any discussion on the particulars of ice fishing, I think it's a good idea to discuss a few safety factors that must be considered before heading out. More important than any other aspect is having safe ice underfoot. While two inches of solid ice may prove enough to support an average sized individual, several persons fishing close together or even one angler attempting to pound a hole through the white crust, requires a little more stability. Three inches is a safer margin.

Obviously, proper clothing is also important. It gets very cold on the ice and high winds can often make ice fishermen feel like Arctic explorers, even when the fish are biting. Dressing in layers, including thermal underwear and at least two pairs of thick socks, is the way to go. An insulated coverall, such as utilized by late season bow-hunters, is an excellent choice as outside attire. Add to this a pair of insulated, waterproof boots, a scarf, wool knit hat, hooded sweat shirt and waterproof gloves and you should be able to withstand the chill breezes that howl unobstructed across the frozen lake on a typical late January day.

One other precaution I can offer is to watch out for ice fishing holes that have only partially frozen over. Occasionally, unthinking or inconsiderate anglers do not take the time to mark their holes before leaving the ice. This can lead to trouble when the hole glazes back over, possibly resulting in injury when an unsuspecting passerby, angler, or skater accidentally steps in one and slides a foot through the ice. While this is not likely to result in a complete dunking, the wetness at its most forgiving will be unpleasant and the ensuing bruised shin or twisted ankle can be downright nasty. Any hole you use (or find undistinguished) should be marked with a stick or at least a mound of snow to one side.

Now for a look at the necessary tools. It's a safe bet that few Long Islanders own an ice auger or even a suitable ice chisel. Therefore, some alternative methods of chopping through the ice must be devised. For most, a sledgehammer and three foot length of heavy pipe, with one end flattened, serves the purpose. Of course, this method of fashioning a fishing hole creates a little noise, but for some strange reason, that doesn't seem to scare the fish away on this particular body of water. Perhaps they have grown accustomed to it over the years, or maybe it is preferable to the sounds of local youths playing hockey?

For sitting down, storing the catch, cutting bait, etc., a pair of plastic topped, 5-gallon buckets are ideal. You'll also want to bring along a thermos of hot chocolate or coffee,

some rags to keep your hands clean and dry, a tackle box, jig-pole and several tipups. For moving your gear back and forth, nothing short of a snowmobile beats a sled. It makes no difference whether standard style or disk shape is used. Both allow gear to be piled and held in place with a couple of bungee cords.

Where to set up camp becomes the pivotal question once on the ice. If you think this lake looks large in the summertime, try selecting a fishing hole during the winter when absolutely no cover is visible. Where to fish will depend on several variables. The first is water depth.

Although this lake is the deepest on Long Island, there seems to be little oxygen in depths exceeding 30 feet. During an ice over period, when subaquatic plants receive little light and thus cut back on photosynthesis, the amount of dissolved oxygen is likely to be even less. Thus, fishing in water deeper than 30 feet would seem to be a waste of time here. On the other hand, few fish will suspend in the 3 to 5 foot depths near shore when deeper, warmer water is available nearby. Look for most species to locate somewhere between 12 and 20 feet. Setting up along a ledge, where tipups can be deployed in close proximity while the water depth quickly changes, is a good idea. In this manner, it is possible to explore several levels without spreading your holes too far apart. We'll discuss tipups in more detail a little further on.

Structure is a second consideration. Ledges, holes, humps, and submerged debis that provided action during the heat of midsummer are good bets now, provided they are in water deeper than 8 feet. Also, the Long Island Bassmasters and Department of Environmental Conservation have teamed in recent years to provide some submerged cover in the form of brush piles and Christmas trees. Maps depicting the location of these artificial structures are available from the DEC office in Stony Brook.

Ice fishermen use two main pieces of tackle to present their baits: the jig pole and the tipup. Most combine these methods by placing several tipups in an area and then jigging in an open hole.

A jig pole is little more than a short, light rod and attached reel. Oftentimes, it is only the top segment of a two-piece fishing pole with a small reel taped to the butt end. Tipups, on the other hand, are instruments which hold a spool or reel so that the fisherman does not have to actually hold the line. Depending on the type of tipup used, the spool of line may be placed above or below the ice. In either case, when a fish bites, the line free spools and the rotation of the reel's handle trips a flag. When the angler sees the flag pop up, he hurries over to grab the line and set the hook. In New York waters, anglers are allowed to work up to five holes each, jigging and tipups combined.

For panfish and perch, a #6 to #8 beak or Sproat style hook snelled to a leader of 8 to 12 lb. test monofilament will suffice as the terminal end of a tipup. To this may be added a split shot or two if conditions warrant. If bass or pickerel are the quarry, a #2 Sproat or beak will be a better choice and leaders should test 12 lbs. or more. Should you set your sights on a tiger muskie, you had better consider going to 30 lb. test or maybe even a black wire leader. Who knows what a 15 pounder could do to your line under the ice. Jig poles are used mostly for the panfish and should consist of 4 to 6 pound test line and a hook or lure tied directly to the end without aid of a leader.

Bait poses little problem to the ice fisherman. Live bait, such as meal worms, garden worms, tiny minnows or perch strips all seem to work well with perch and panfish. When jigging with a jig pole, small ice fishing spoons or plastic tailed grubs tipped with a segment of garden worm are more the norm. The overall advantage, albeit slight, goes to the natural baits. For larger predators live minnows are hard to beat, but difficult to obtain. One solution is to recycle your smallest perch as pickerel or bass bait. Larger specimens might be considered as a tiger muskie offering. You should note, however, that all bass taken on a tipup must be released and the same size restrictions that apply to all species during the summer are also applicable in winter fishing situations. Still, the thought of pulling a 4 pound bass through the ice is almost enough to make the blood boil and most freshwater anglers release this species anyhow.

The western and southern ends of this lake see the most action, primarily due to the easy access at Victory Drive and alongside Barron's Four Restaurant. I usually move a little off the crowds, however, and have recorded my best panfish scores in 15 foot depths along the western shoreline, usually about 200 yards off the beach. One hundred yards straight out from the Victory Drive access site is another favorite haunt when I'm just looking for action. Here the water runs 10 to 12 feet deep. Those looking for bass and pickerel should find better luck off the Town of Islip Beach and up toward the northeast or southeast corner of the lake. A good score of panfish is 25 to 30 fish, while a "mess of bass and pickerel" will round out to be 2 or 3 of each. Keep in mind that all anglers over 16 years of age need to possess a valid New York State fishing license.

The season for ice fishing on Long Island is rather short, lasting roughly from the second week in January through February 16th; so get out while the getting is good. If you take care to prepare properly, consider your options and, perhaps experiment a little with the larger game fish, you are likely to have a great time being miserable on this most productive of local ice fishing haunts.

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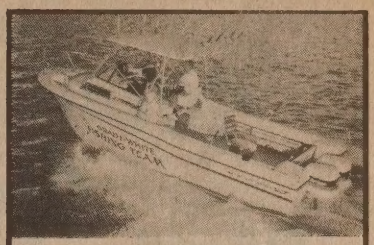

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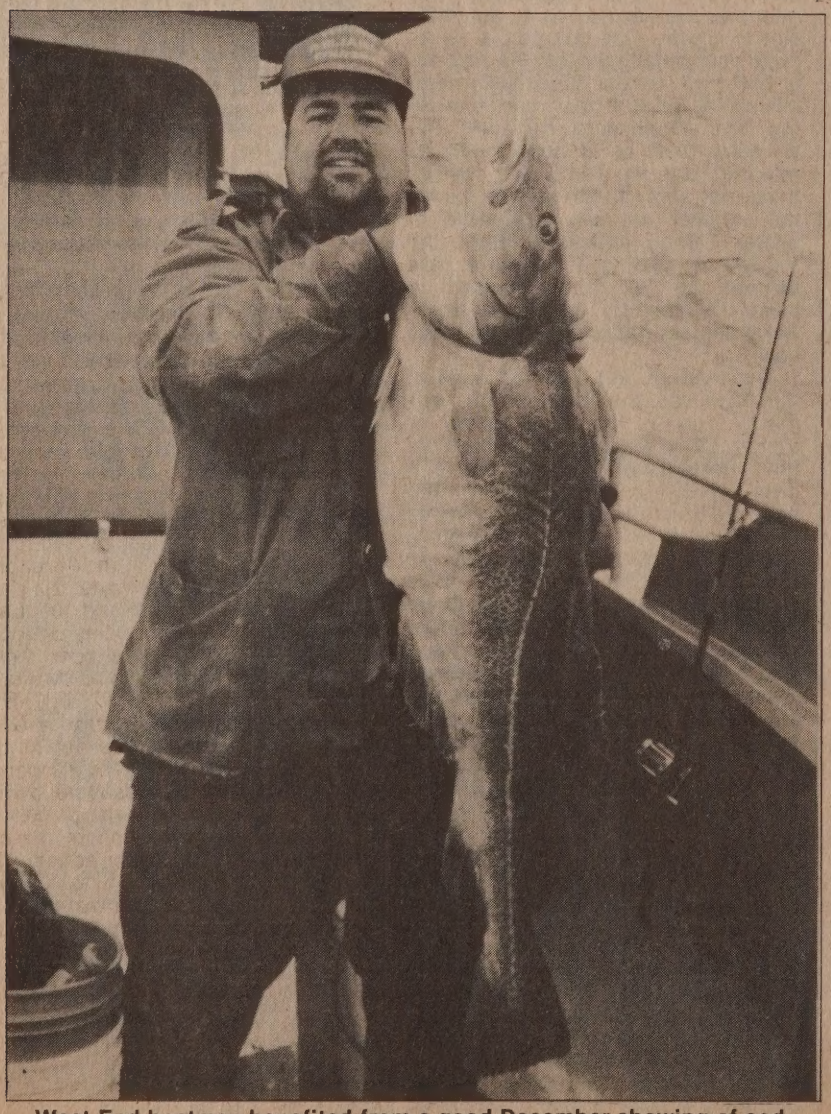
1987: Looking Back

West End to New York Bight

— Part Two —

By Stu Miller



West End boatmen benefited from a good December showing of cod. Ken Atkinson took this 53 pounder on the Captain Al.

We've had better; we've had worse. 1987, the year of the kumquat. Let's see what happened on the West End during the year just passed.

January started very quietly codwise, with poor results on party and private boats. Highlights were the huge mackerel catches out of Sheepshead Bay, with ling and whiting starting to show, along with some decent blackfishing at 17 Fathom Bank. Tons of dogs were in most areas SW of Jones. A scattering of 3 to 7 lb. cod were taken. Boston mackerel 1 to 3 lbs. were being bailed on the boats working from Ambrose to Farms. Codding improved the second week of January around periods of high winds, with the wrecks holding fish. The doggies thinned out and some very good catches of whiting, ling and blacks were brought into Sheepshead. Pool cod were in the 40 lb. class. Some pollock were taken. Very good blackfishing at 17 Fathoms, fish to over 11 lbs. The third week of the month saw some very decent codfishing when the boats could get out. Sheepshead's decent to excellent catches of ling, whiting and mackerel continued. Cod pools were into the 40s on wrecks. All the mackerel you wanted from the Scotland area, along with ling, for those who probed the bottom. Big blackfish continued at 17. The month continued with fair to decent cod catches throughout the week, with a good scattering of cows. All action was on wrecks and doggies were no real problem. There was continued good macks and whiting from the bay and excellent blacks, still at 17. A big snowstorm cut the last week of January short, but until then, cod remained fair to good, fish to 45 lbs.

February began fair to good on fishable days, with weather and sea conditions very unsettled from day to day. Even so, the wrecks still held fair numbers of cod and very few dogfish. To the west, blacks, ling and whiting were still hungry and feeding. Cod ran from rats to 40 pounders. The following week saw codfishing take a steep downill slide. Cod boats had only a pick and sizes diminished considerably. Whether this was due to conditions on the wrecks themselves, or the result of the steady pounding of the various wrecks, who could say. Blacks slowed, too, out of the Bay. Whiting and ling hung right in there at Ambrose and Scotland. Thereafter, cod bounced back into the "fair" classification, but strong winds and frigid temps kept a lot of anglers at home. But those who paid their dues, caught. Pools were won by 25 lbers. Ling and whiting remained good, but blacks turned picky. February's last gasp saw continued good codding, when the boats could get out, with fish to 48 lbs. and a rumor of a 60 lber. caught on a private boat.

March: The start of the windy month saw codfishing continue to be a slow to fair pick. Cow of the week was a 48 lber., but most fish ran a whole

lot smaller. This was on wrecks and hard bottom. No doggies in evidence. A few flatties were pounded on mussels in the State Channel. There was excellent ling and whiting action to the west. Week #2 with warmer winds and water had the flounder fair to good. Sizes were decent, too. Soft baits were preferred, as they always are in early spring. Fair numbers of small cod were taken on inshore and offshore wrecks, along with some big sea bass. Heavy chumming was a key with the flounder. Ling were very good at New Grounds plus jumbo tog were there as well. By mid-month, we were still awaiting the warm breaths of spring, while picking away at early flounder all over the bays. Flatties were mixed, best on worms and mussels. Some good catches were put together, and heavy chumming continued to be an important factor. Whiting and ling were tough, due to a heave. Some decent catches of cod and pollock to 30 lbs. were had. The month closed showing noticeable improvement in the flounder department, though catches were still on the spotty side. Water temps began inching up and many good catches were made. Again, soft baits and mucho chum were crucial.

April began with a definite upswing with the warming water and weather. Chumming has been the key to the best catches. Despite the strong moon tides, very decent flounder catches were made by both boat and shore-bound anglers. There was good whiting and ling to the west. Week #2 began with plenty of wind and rain, but the flattie action, while not a complete bust, was definitely held in check by the weather. Not many fishermen got out, but the evidence was there that some serious catches would be had, once the weather settled down. Good catches had been made prior to the wind and rain hitting the area. The next week had a lot of unsettled weather along with moon tides. As a result, catches were inconsistent, ranging from very picky to extremely good, depending on the day, conditions and the area worked. Flounder were on the large side, however, with many catches of fish 2 lbs. and over. Blacks started making their buck-toothed presence known. Good cod and big blacks out of Freeport. More unsettled weather the following week and the remains of a moon tide made the flounder picky and sporadic, but the flatties did provide their good moments. They were mostly very good size, 3/4 to 2 lbers. Blacks were good targets of opportunity at local bridges, while super mackerel catches were made off Atlantic City. Great catches of big tog at Cholera. The few decent fishable days in the last week of April saw some nice catches come in, but that was around the windy, rainy days. Flounder were picky to very good and shots of macks were fair to super, depending on the day and conditions. The season's first fluke and blues were caught on hook and line.

May: While still being hampered by unsettled weather, rain and wind, May began with super mackerel fishing, with the schools moving up into our area fast. Schools were huge and catches heavy. Flounder remained a pick to good, at best. Blackfishing was good at bridges and offshore wrecks. There were scattered weakfish and some blues taken by commercial netters. Nice weather finally arrived by the next week and things really broke loose, with a lot of anglers fishing several species with a lot of good to spectacular catches being the result. Flounder increased quite a bit, and the macks were dynamite. Scattered catches of blues, weaks and fluke were had and blacks continued good at the bridges. Inshore wrecks yielded good catches of ling and whiting, with a few cod and blacks thrown in. The following week was characterized by very good weather and very good fishing. Floundering was great with many big fish continuing to be caught. Fluke made a showing and blues moved into many areas, both inshore and in the back, with blues to 8 lbs. A few weaks caught, both by those seeking them and accidentally on flounder rigs. Lots of striped bass around, mostly shorts. Blackfish showed inside, but ocean bottom saw a lot of ling action with catches filled out with blacks and sea bass. Plenty of fish and plenty of action.

June began with a super week of fishing, with the weather finally settling down, allowing the fish to indulge their hearty appetites on our offerings. Floundering continued at a fantastic clip, while fluke catches continued to build, with an acceptable early season keeper ratio. Ocean bottom was strong and the bluefish kept gobbling up everything in sight both inside and outside. Weakfish catches were very slim. Week #2 and its warm weather saw action ranging from good to excellent among the various species around. Flattie catches ranged very high. Fluke numbers improved, though still with just a moderate keeper ratio. The first tuna was brought in and a few weaks started being caught. Blacks inside and outside continued nicely and all in all, everything was very healthy and active. Inshore wrecks were alive with loads of ling and occasional jumbo shots of sea bass. At mid-month, we were still waiting for some big weakfish catches, but in the meantime, there was plenty to keep us busy. Flounder ranged from good to super. Plenty of fluke action, mostly shorts. Blues continued as a near sure thing all over. Local offshore wrecks were bountiful with sea bass, blacks, cod and of course, blues. Tons of short stripers around, with some hefty keepers taken. The final week of the month saw continued good action inside, along the beaches and offshore as well. Flounder continued good to excellent with some really big specimens caught. Fluke action was torrid again, mostly shorts. Pin bass inside, with some blacks showing. Loads of illegal stripers were at the bridges, but the weaks remained almost non-existent. Blues stayed strong, all methods and finally a couple of sharks were taken, but very far off the beach.

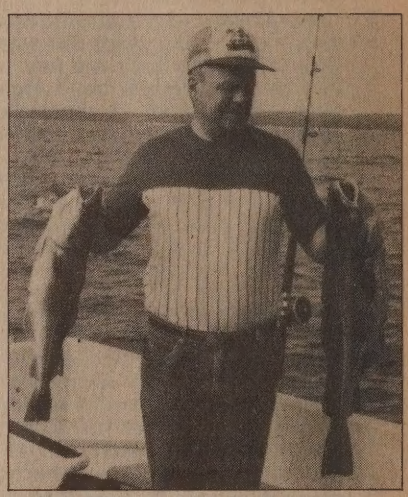
July: The month of the firecracker was hot, fishwise. It started with flounder continuing strong and big. Fluke action was exceptional, with a fair number of keepers of good size. Tuna showed, as did mako shark, tigers and threshers. Blackfishing was slow and weaks nil. There was very good action for striped bass clam chummers, bucktailers and liveliners, with a fair number of keepers over 33". Week #2 remained "steady good." Flounder slowed somewhat in numbers but their sizes remained very good. The keeper ratio on inside fluke stayed 10 to 15 percent with tons of throwbacks. Still a lot of small stripers. Some sea bass and blacks at the bridges, while the offshore blues stayed good to very good day and night with some bonito mixed in. The sharking improved nicely, with makos and duskies making their presence known. Weaks were still just a promise. A giant skate and three big shark got caught in the back. In the grips of the heat and humidity of the third week of July, anglers continued with good success, while offshore there was super bluefish action. Day and night trips left nothing to be desired. Flounder became a little on the slow side, but sizes remained big. Fluke action stayed hot, with most keepers taken in the ocean off Riis Park and the Rockaways. Shark continued to be taken from the Tower to the Canyon. The ocean wrecks yielded excellent blackfishing, with sea bass, pin bass and sand porgies starting to hit at the bridges. BCCs and snappers started to show. A couple of weaks were finally caught and the short bass continued hitting plugs and falling for the clam chum at the bridges. Next came a hot, muggy week, with equally hot bluefishing stealing the limelight. Hordes of choppers up to 12 lbs. gave anglers a real workout and full bags and fish boxes. Flounder bounced back, mostly in the deeper holes around Big M and the third Wantagh and off the CG Station. Tons of short fluke gave plenty of sport on the inside. Most keepers came out of the Sandy Hook area. The Canyon opened up with tuna action, mostly yellowfin. Snappers were all over the place.

The inshore and offshore wrecks continued to yield a lot of action. The final week of the month was hot and humid, with blues dominating and with more blues than people could carry off the boats. Flounder were a pick, even in the deeper, cooler holes, but those caught were large. There were still loads of short fluke, with some keepers. Best was still off the western beaches. Decent sharking and yellowfin tuna were taken at the Canyon. Blacks at the inshore wrecks and Big M and some snappers and BCCs in the bays.

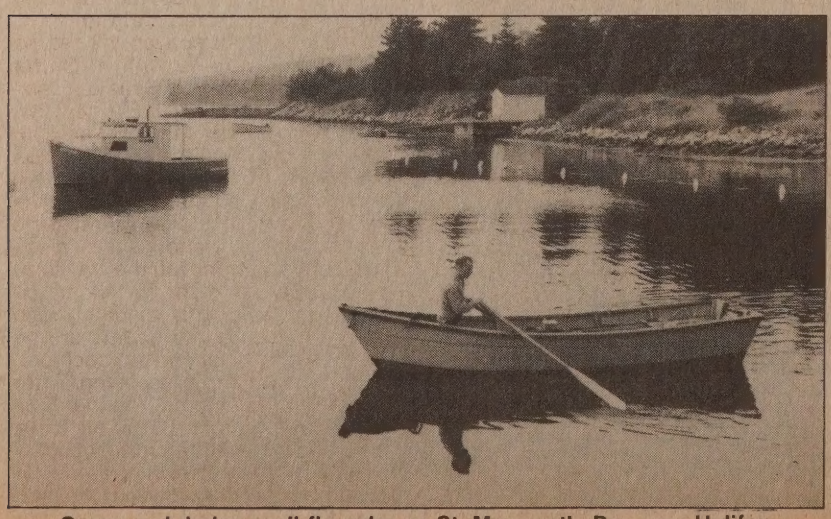
Travel Log

By Martin & Janet Garrell

Cod and haddock provided plenty of action aboard the "Fluff and Puss."



Ken Tibbetts with St. Margaret's Bay cod.

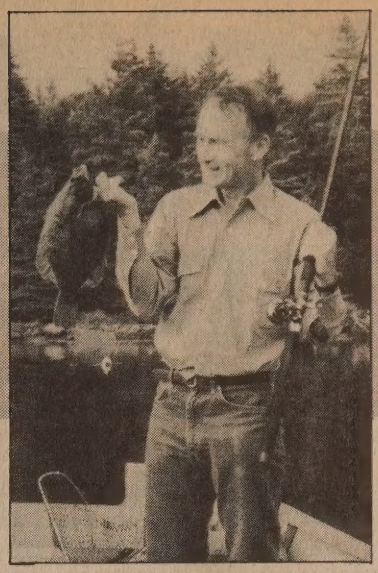


Coves and dories spell flounder on St. Margaret's Bay near Halifax.

Nova Scotia presents an interesting paradox for the vacationing angler. There's virtually a ton of information available in the angling literature; yet the problem is that almost all that information pertains to trout and salmon, despite the simple fact that L'Acadie was famous for its cod and hake fishery from the time the French first set foot and sail in the New World.

Working from tourist guides and travel literature, we were able to put together a two week inshore-offshore sampler of the fishing that the island province has to offer. Although the saltwater sport fishery of Nova Scotia suffers from its lack of development relative to the intensive commercial fishery, its potential is eye-opening. Imagine East Coast codfishing of 30 years ago but in a sheltered bay or a picturesque little cove full of flounder.

Nova Scotia



Nova Scotia has areas like that.

Unfortunately, it also has quite a few areas where commercial trawlers and longliners can operate so conveniently that the open bottoms are just as barren of bottom fish as they are off the Mid-Atlantic Coast. The only way to separate the wheat from the chaff is to take time, tackle and dollars and try a summer vacation like we did. Fortunately, the province, including Cape Breton Island, is so lovely in itself, often reminding us of what people had on Long Island at the turn of the century, that a pilgrim doesn't feel like he or she has to score on every single fishing trip to make it worthwhile. Besides, the costs of a party boat outing are very reasonable, usually about $20 to $30 (in U.S. currency) per person.

Although we chose the last two weeks of August for our Nova Scotia tour, we might time the trip a bit earlier the next time around. The closer one gets to early September, the greater the possibility of hitting seasonal weather changes, great coastal storms and big weather fronts whose effects last for days. Getting blown out for five days of a 14 day trip is no joke. Also although mid-August seems to be a good time for the sporty haddock of the southeast coast, it's too late for the big hakes and the run of mackerel. Good old whiskers, the cod, is around all the time, as are the inshore flatties. Most tuna tanglers who are looking for a half ton "grander" would want to take their shot even later, although there did seem to be a run of horse mackerel off Cape Canso in late August of 1987.

Because most of the sport fishing boats are 35 to 40 footers of a Cape Island or Northumberland design, the parties are small, usually 6 persons or less. Fishing grounds are generally only a few minutes away from the dock, so most of the skippers book two half-day trips daily rather than one full day. However, good fishing, just as it does everywhere, brings out the anglers, so reservations a couple of days ahead or even a week ahead are in order. We had to wait an extra day and a half to get aboard Ray Boutilier's **Fluff and Puss,** (902) 823-2376) on St. Margaret's Bay near scenic Peggy's Cove, but were very glad we hung around. The fishing for haddock and cod was outstanding, because the bay is closed to commercial dragging in order to protect spawning cod and haddock. Those who have never caught haddock with medium tackle and those who have never eaten absolutely fresh fried or broiled haddock have missed a great deal. These stub-nosed silvery gadids battle all the way to the top just like pollock, although their average size is between 2 and 5 pounds; on the table, they are the top of the line among all the cods and hakes, too. We caught them in about 110 feet of water on mackerel chunks, fished on high hooks and short leaders and found haddock mixed with cod of about the same size.

By contrast, we fished St. George's Bay just before we traveled to Cape Breton Island a few days later and endured what can best be termed a very slow pick more reminiscent of the recent Long Island seasons, a handful of cod to 7 pounds for a party of six during a morning's excursion. Bob Reid (902-752-4977 and 747-2044) and Frank Morris (902-752-0699), who took our group from Auld's Cove, noted that their 42 footer, **Happytime I**, had a decent catch earlier in the week when a number of large ling (white hake) over 40 pounds had come aboard. We tried a low hook baited with a squid head on one of the drops but had no takers. Reid attributed the poor fishing to the heavy dragging activity. Even though the quotas on groundfish are very strict, the policing of quotas is another thing.

A big late-summer storm blew the week we were on Cape Breton Island, so we were only able to talk with the skippers on whose boats we'd made reservations. Margaree Harbor, from which Leo Burns (902-235-2653 and 235-2848) sails the **Lisa Mae**, faces the westerlies squarely though it has some windscreen from a southerly blow. Once the storms of autumn come, the ports like this one on Cape Breton's west coast have a hard time putting out boats, but the summer fishing can be very good. The morning before we arrived, Burns had 150 pounds of cod in three hours with a mix of small pollock, mackerel and silver hake (whiting) as well. The cod in the area average 12 to 16 pounds and are taken on jigs and teasers in 40 to 60 feet of water. On the opposite side of Cape Breton, off the east coast, Maurice Whitty (902-285-2320) has a similar pick of fish within a few miles of Ingonish Beach. His deep sea trips are often booked by campers staying in spectacular Cape Breton Highlands National Park.

One of the most convenient setups is a camping ground with a charter boat, like Gary Drake's Seaside Camping Ground (902-823-2732) at Glen Margaret on St. Margaret's Bay. Drake was repairing the engine on his **Debbie and Pam** the days we were there, but he kindly sent us out in a dory with a pailful of blue mussels after telling us about the crazy Americans who came all the way from Philadelphia to fish for flounder. Canadians look with disdain upon flounder, because the gadids are so much easier to fillet and so much better for freezing and processing. After the horrible 1987 spring flounder fishing on Long Island, we found Nova Scotia blackbacks mindboggling. I dropped anchor, tossed a couple of cracked mussels into the depths, and setup a lightweight outfit. The first

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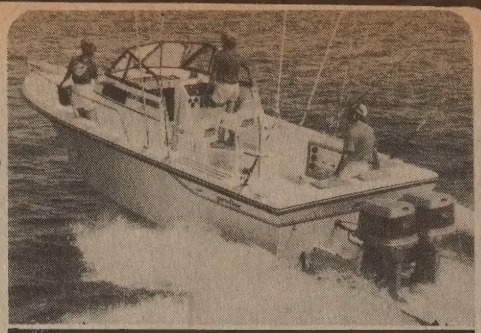

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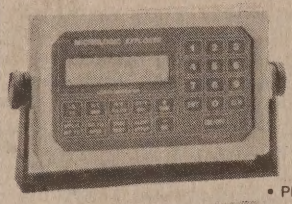

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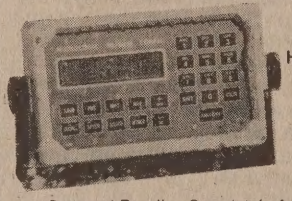

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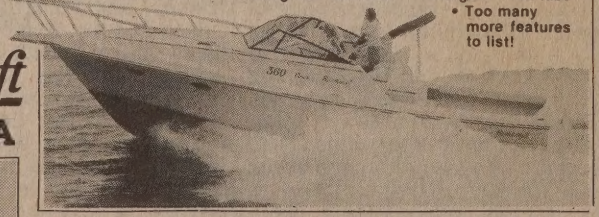

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flattie, a 1½ pounder came over the side five minutes later, and I had enough fillets to feed ourselves and the Drakes in 15 minutes of fishing. All the flounder were between 1½ and 2 pounds and Drake told us later that these were average sized fish. Two weeks previously, the gang from the City of Brotherly Love had taken hundreds of pounds of fillets in three days of angling, and their largest flatties were nearly 5 pounds. Drake's personal best is an 8 pounder. Apparently, sea flounder are alive and well in some of Nova Scotia's bays.

Tuna fishing is still the glamor sport, even though it's a low-percentage game. Bob Reid (902-747-2044) takes his cruiser out from Auld's Cove into the Canso Strait and St. George's Bay and has been frustrated by a couple of slow seasons in a row. However, three years ago, that fishery produced some 80 giants and super giants. Tuna fishing can begin as early as the last week in August and can last as long as the first week in November. Typical fishing is with trolled mackerel on 180 pound class gear, for these are bluefins that are seldom smaller than 700 pounds and average 950 pounds. Off Cape Canso, Sandy Cavanaugh (902-366-2516) had eight hour charters on the **Cletus II** available for $200 (Canadian). He'd hooked two granders the week before we were blown out.

The tackle that you pack in your car, your camper or the duffels that go aboard the plane really depends on space limitations more than anything else. Fortunately, much of the bottom fishing seems to be done in waters where tidal currents are almost nonexistent. A one ounce sinker was fine for flounder in 50 feet of water and three ounces of lead was more than enough to fish those haddock in 110 feet. The Norwegian Vike-style diamond jigs employed by the Cape Breton fraternity were 3 to 4 ounce sizes, too. Thus, this is generally the country for 6 to 20 pound class tackle, depending on your preference. Of course, you may want to put a few loose hundred dollar bills in your wallet and stash a couple of IGFA 50, 80 and 130 pound outfits as well. Enterprising skippers like Bob Reid are always looking for world record tuna. Also, Reid feels that the Canso Banks south of Cape Breton are worth fishing on full day charters for record cod and pollock; Canso is 40 to 50 fathom country where 24 ounce Vike jigs are standard currency.

Oh yes, maybe somewhere in all this cache you can find a spot for the fly fishing gear, too, provided you can make the time for it!

Two of the most useful publications for Nova Scotia fishing boats and campgrounds are *Nova Scotia Sports and Activities* (32 pg.) and *Nova Scotia: The Doers and Dreamers Seaside Guide* (272 pg.). Both may be obtained by writing Nova Scotia Dept. of Tourism Check-In, 1535 Dresden Row, Halifax, Nova Scotia, Canada, B3J 2K3 or by calling (800) 341-6096.

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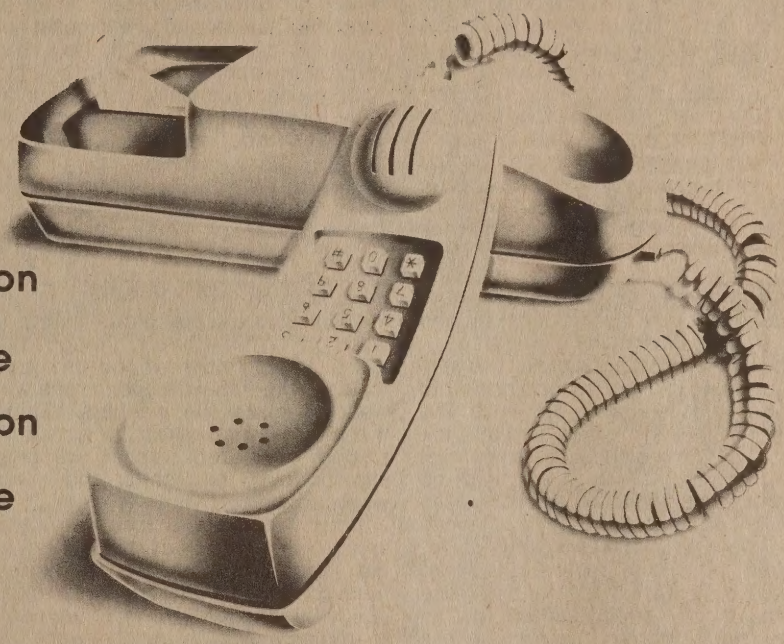

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By C. Boyd Pfeiffer

Spinning reels are marvels of engineering, but unlike compact casting reels, are awkward looking and unwieldy. As a result, some parts such as the bail are exposed and easily bent and broken. In addition, the bail roller, bail springs and drag washers are also subject to wear and must be periodically replaced. Because of the exposed position of bails, they are most subject to damage by being knocked around in boats, tackle boxes, piers, jetties. A reel dropped only once can damage a bail so that the reel is unusable. In some cases, bails can be repaired, but this means that the bail must be removed from the reel first.

To do this, first determine how the bail is held in place. Most bails have an attachment at each end, usually a screw that runs through a plate at the end of the bail arm into the rotating cup of the reel. Usually the arm on the roller end is spring loaded, so first remove the other end attachment and see if the bail arm will swing free.

If so, it is often possible to use gentle pressure to bend the arm back into shape and re-attach the end. The secret to this is to make sure that the plate holding the bail ends up parallel with the seat, bushing or washer on the rotor. If not, the bail will bind, even though straight and will still not work.

If the bail will not swing up for repairs, you must remove the roller end also. This is usually held in place by means of a larger bail arm attachment that also holds the spring for the bail arm. Thus, remove this carefully, usually by unscrewing the larger screw attachment. Remove the bail assembly carefully to catch any spring that might be released at this time. If a spring does come free, notice how it goes back into the reel and hold it aside while reforming the bail arm. Again, check for parallel alignment of the two attachment points, re-attach them and again check for proper bail opening and closure.

Bail rollers can stop rolling and become grooves and as a result, ruin line. Grooved or worn rollers must be replaced. Rollers can sometimes be removed without affecting the bail arm or bail arm assembly. Each reel is different, but many bail rollers are held in place with a small shouldered screw (bolt) that is the shaft on which the roller rides. Remove the roller, but again, carefully check for any small washers at each end of the roller, bearing bushings inside the roller, or similar parts. Save these, since they must be cleaned and replaced with a new roller. Clean these parts with strong detergent, wipe dry and oil lightly. Replace in order with a new roller and tighten any parts or screws carefully.

Bail springs have been greatly improved in the last few years, with some companies not advertising that their springs are guaranteed for life. In most cases, this really results from a different type of spring placement or a different type (leaf in place of compression or tension) spring. In all cases, these bail springs referred to are the springs that pull the bail down into a "closed" position when the handle is turned after a cast when the bail has been cocked open.

In older cup type (not skirted) reels, these are small tension springs that run between the bail assembly arm and the inside of the rotating cup. Get a replacement spring from your dealer, an authorized repair center or the manufacturer and use tweezers or thin needle nose pliers to hook the ends on the appropriate catch points.

On modern reels, the spring will be a leaf or compression type located in a small compartment on the base of the bail arm assembly. Open this compartment carefully (usually a small screw or two will hold it in place) and remove the broken or worn spring. Set a new spring in place, close the compartment and the reel is ready for use again.

Drag washers are another area of wear on spinning reels, though this will be more evident if you use your reels for big fish where long runs will wear or glaze the washers. (Since these act like brakes in a car, a smooth or glazed washer will only slip, or might be erratic, and won't work properly.)

Drag washers are located in the spool or in the rear of the reel housing. Those in the rear are sometimes time consuming and awkward to repair, while those in the front are easy to replace. Drag washers work by means of alternate sets of "hard" (steel, usually) washers and "soft" (fiber, cork, asbestos or composite materials) washers.

The several metal washers are either keyed to the shaft or to the spool (in the case of front drags) or reel housing (rear drags) to brake the spool. In the case of front drag, the spool turns against the stationary shaft, while with rear drags, the spool and shaft turn against the reel housing.

To replace the soft washers (the only ones that need replacement) in front drag reels, first remove the spool from the reel. In most cases, there is a small circular spring catch or retaining ring located in the front of the spool to hold the parts in place. Remove this and then in order, remove each of the hard and soft drag washers, along with any spacers that might be used. Clean and polish the metal washers (keep them in order) and replace the "soft" washers. One very important point here is to consult your reel manual for instructions on lubricating drags and drag washers. In the past, drag washers were almost always lubricated with a light oil or oil/anti-seizing compound. Today, some modern materials used in these washers make lubrication not only unnecessary, but ill advised. Oil these washers only if required or recommended, arrange the washers in order and replace in the reel spool.

Rear soft washers serve the same purpose, but may be more difficult to get to. In any case, first remove the reel handle and the reel side plate (usually held in place with two, three or four screws). Then loosen the drag completely and examine the drag. These drags work the same as front drags only the washers are smaller and may be awkward to remove. In some cases, these washers are small discs that have a "U" shaped cutout to allow them to be pulled out of the reel without removing the complete drag knob assembly.

In any disassembly, keep all parts in order for reassembly and replace only those parts which are worn. Again, oil or keep dry, according to the manufacturer's recommendations and replace the reel side plate.

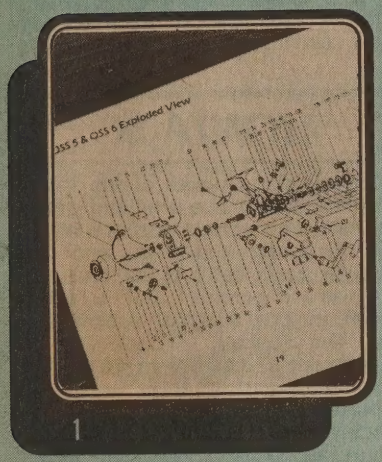
To keep all drags in good working order until the fishing season, back off the drag knob completely to prevent deforming or compression pressure on them.

Note: The above is based upon, and some photos are from, *Tackle Care*, a new book by C. Boyd Pfeiffer, 1987, 151 pages, $9.95, Nick Lyons Books. For more information, contact Nick Lyons Books, 31 West 21st Street, New York,NY 10010; (212) 620-9580. Autographed copies are available from the author for $11 including shipping and handling. Order from C. Boyd Pfeiffer, 14303 Robcaste Rd., Phoenix, MD 21131. Make checks payable to Boyd Pfeiffer.

1. Reel manuals like this are ideal for helping to understand the assembly and construction of spinning and other reels.
2. Typical reel tools for repairing reels.
3. Use egg carton for keeping reel parts in order when taking apart reels. This way, you always know the correct reassembly order.
4. Bait Sensor model from Zebco has complex gearing and bait saving drag in rear as well as front spool drag.
5. Pliers can be used to rebend bails. Take care not to scratch the bail, since this could abrade line.
6. Bail rollers commonly require repair in time. Rollers are easy to remove, check, clean, oil or replace with new rollers.
7. Typical rollers and bail assemblies to hold them in place on spinning reels.
8. Greasing main gear in spinning reel.
9. Typical drag washers include soft and hard washers with the hard washers, as shown, alternately keyed to the shaft and spool.

Basic Reel Repair: Spinning

Part 1



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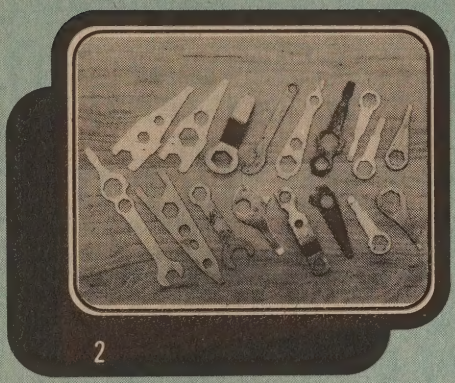
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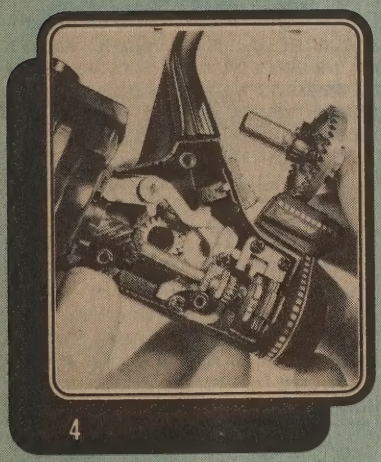
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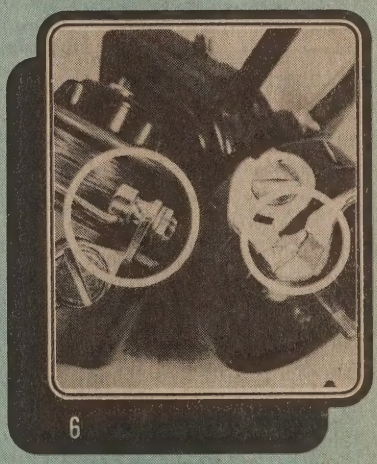
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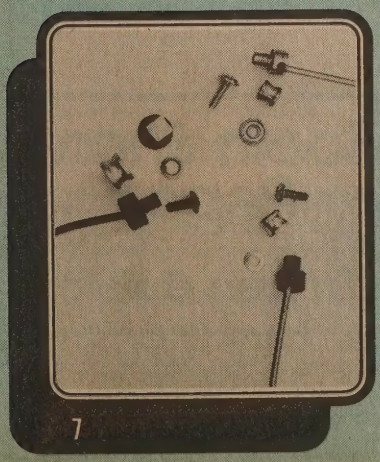
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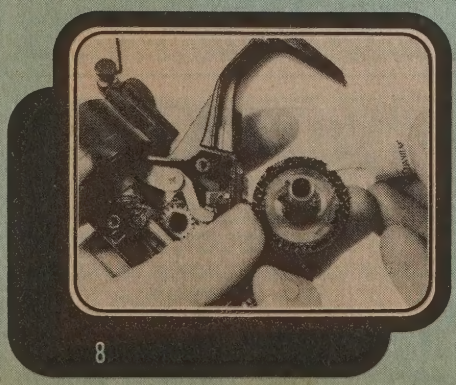
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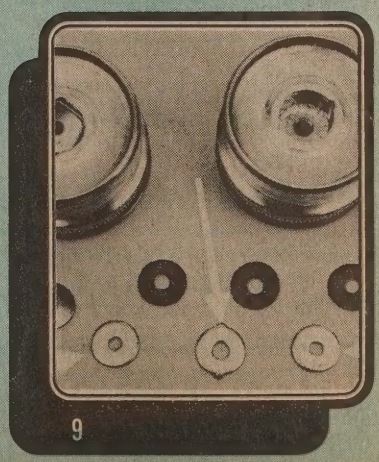
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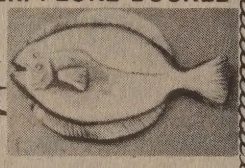

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East End Report

with Fred Golofaro

Activity continues to focus on the easternmost tip. Montauk's inshore grounds remain fairly well populated with cod as evidenced by the weekend's results.

MONTAUK

Captain Bill Urvalek of the **Viking Starship** labeled the weekend generally fair. He worked inshore at the CIA Grounds Saturday and put together a nice catch of 250 cod. Pool fish was a 30 pounder. Jeff, a regular aboard the boat was high hook with 14 cod. On Sunday, Bill decided to experiment in looking for the mother lode he trekked off to Coxes Ledge. Unfortunately, the large crowd on Sunday found only very, very small cod at the Ledge. The skipper moved to an offshore wreck and labeled it a struggle. By the end of the day maybe 200 cod had come aboard.

Captain Wayne King of the Montauk charter boat **King Wayne** relayed word via Lorry Mangan that he had a good weekend working the Cartwright Grounds south of the Point. On Saturday, eight fares totaled 95 cod and 12 blackfish. Most averaged 10 fish, but sharpie Fred Shay put away 26 cod along with two blackfish. The cod ranged from 5 to 15 pounds. On Sunday, 15 fares managed 102 cod, but the fish were bigger on the average than on Saturday. It was a quiet morning with most of the fish taken in the afternoon. Steve Gimblo finished with 15 cod and one blackfish. Largest fish on the boat was a 38 pounder. Water temperature at Cartwright according to the skipper was 43 degrees. A reminder that the King Wayne is sailing on Saturdays and Sundays by reservation only through the winter months.

South Shore Report

with Fred Golofaro

Codfishing continues to suffer in these parts, while white perch fishing in the creeks continues to be stymied by plenty of ice, despite the thaw.

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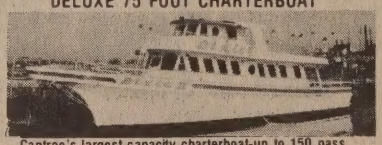

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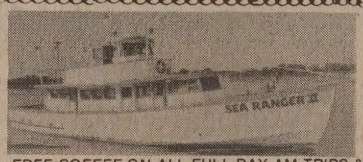

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Eric Licht displays his first ever blues. The pair of 12 pounders were caught aboard his Massapequa based private boat. Subscriber photo.

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High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	3:15	3:50	4:25	4:45	4:00	4:30	5:10	5:50	7:35	8:10	6:55	7:30	3:15	3:40	1/28
FRI.	4:20	4:50	5:20	5:45	5:00	5:30	6:05	6:50	8:35	9:05	7:50	8:25	4:15	4:35	1/29
SAT.	5:15	5:45	6:15	6:35	6:00	6:25	7:00	7:30	9:25	9:55	8:45	9:15	5:05	5:25	1/30
SUN.	6:05	6:30	7:00	7:20	6:45	7:10	7:40	8:10	10:10	10:35	9:30	10:00	5:55	6:10	1/31
MON.	6:45	7:10	7:45	7:55	7:25	7:50	8:20	8:50	10:50	11:20	10:10	10:40	6:35	6:55	2/1
TUES.	7:20	7:45	8:20	8:35	8:05	8:30	8:55	9:25	11:30	11:50	10:50	11:15	7:15	7:35	2/2
WED.	7:55	8:25	8:55	9:10	8:45	9:10	9:30	10:00	11:55	—	11:25	11:50	7:55	8:15	2/3
THURS.	8:35	9:00	9:30	9:45	9:20	9:45	10:05	10:35	12:15	12:10	12:04	—	8:35	8:55	2/4

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 1/28	7:17	5:08
FRI. 1/29	7:16	5:09
SAT. 1/30	7:15	5:10
SUN. 1/31	7:15	5:12
MON. 2/1	7:14	5:13
TUE. 2/2	7:13	5:14
WED. 2/3	7:12	5:15

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 1/28	12:15PM	3:20AM
FRI. 1/29	1:00PM	4:25AM
SAT. 1/30	1:55PM	5:20AM
SUN. 1/31	2:55PM	6:05AM
MON. 2/1	4:00PM	6:45AM
TUE. 2/2	5:00PM	7:15AM
WED. 2/3	6:05PM	7:40AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/17	2/24	2/2	2/10

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	12:25	**6:35**	12:45	**7:00**
Fri.	1:15	**7:25**	1:35	**7:50**
Sat.	2:05	**8:15**	2:25	**8:40**
Sun.	2:55	**9:00**	3:10	**9:30**
Mon.	3:45	**9:50**	4:00	**10:10**
Tues.	4:25	**10:30**	4:40	**11:10**
Wed.	5:25	**11:20**	5:30	**11:40**
Thurs.	5:55	—	6:20	**12:05**

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EDELMAN'S FIELD TESTED

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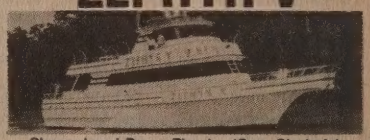

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GREAT SOUTH BAY/ FIRE ISLAND INLET

Over at **J&R Sports Center in Oakdale** Dave Canale said that a couple of guys were going to try white perch in some of the open patches of the Connetquot on the weekend. None, however, reported back. The only other fishing news concerned more rumors of big bass being culled from the warm water outflow at Lilco's Northport plant. Otherwise, most customers are preoccupying themselves with reel repairs and rod building. Don't wait to have your reels repaired. Get them done now—before you need them.

According to Captain Speedy Hubert of the Captree open boat, **Speedy VIII** it has been a tough week for cod. Thursday provided the only encouragement when the **Speedy VII** returned with 50 cod to 30 pounds. Since then, it's been all downhill. Saturday saw 15 small cod taken aboard the **Speedy VIII**. Sunday saw one boat manage just a couple of fish and the other draw a blank. Most veteran cod men continue to feel water temperature is the prime culprit.

Young Steven Wright took this big blackfish from the Kismet Reef on December 8th. The big "tog" took a green crab.

Marshfield/Green Harbor

Captain George Tweedy of the Captree open boat **Captain Scotty 3** worked both open bottom and wrecks this week with varying results. These trips accounted for 20 to 38 cod per with most of the fish in the 4 to 6 pound class. Pool fish has been between 25 and 30 pounds most days. George added that the fish finder has been revealing lots of fish on the bottom, but he too feels that the exceptionally cold water has them off their feed and this is just a temporary situation. Lots of ling and small herring are also on the cod grounds. The boat's special cod derby pool is now over the $1100 mark.

The word from **Augie's Tackle Shop** in Babylon was no different than most other shops. According to John Gattuso, fishing news has been nil. Cod have been extremely slow and no white perch reports due to the ice. Most activity around the shop has revolved around reel repairs and custom rod building.

From Mike Andreani at **Lindenhurst Bait and Tackle** came a similar report. Mike added that the only fish talk around the shop this week concerned stripers at the Lilco Outflow in Northport. Local codfishing has taken a dive of late and there have been no perch to speak of since the ice set up. Despite the recent mild weather, the ice continues to linger on the creeks, with the exception of small patches of open water.

Frank Pristera at **Edelman's** in Farmingdale told us that Lou Rosado of Edelman's fame, fished Montauk on Sunday aboard the private boat, Stevie's Monster. He and several friends worked the inshore grounds around the Point to the tune of 40 cod. Outside of fishing news, Frank reminded readers to visit the Edelman's booth at the upcoming Sportsmen's Show in Jacob Javits Convention

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Center February 4-7. The Edelman's crew will be parked in booths M-20-23. Frank also had a couple of tournament notes. Anyone looking for info on the Babylon Tuna Club sponsored Joe Kaich Memorial Tourney slated for July 29-31, should call Ed Finn at (516) 422-3109. Also, applications for the Squaw Island Fishing Club's Mako Roundup are available at the store. Frank also wanted to let us know that Edelman's Centereach store is on a winter schedule. Their hours are 10 to 9 Monday to Friday; 10 to 6 on Saturday; and 12 to 5 on Sunday.

West End Report

with Stu Miller

With the continued melting of the recent big snow and the continuing chill weather, water temperatures in our area have dipped well below the temperatures favored by the winter kings, the codfish. As a result, cod catches throughout the area have been on the slow side this past week right through Sunday. Party boats did pick fish on most every drop, however. To the west, ling and whiting helped fill out bags while some big blackfish and picky to good codfishing was had on some of the head boats.

WEST END BAYS/ JONES INLET

The party boats sailing out of Freeport and Point Lookout on the days they could get out, had some scattered codfish catches with a few decent sized blackfish mixed in on the area's wrecks and hard bottom this past week. The skippers found the catches off due to the extra low water temperatures brought about mainly by the melting of last week's snows. Cod have been taken into the 20 pound range.

NEW YORK BIGHT

We hear from Captain Butch of the **Zephyr V** that he's been picking away at local cod to the tune of between 15 to 30 a day. Butch said that Saturday's trip totaled 52 cod to 20 pounds, along with super blackfishing with some fares getting up to two full five gallon pails of the toothy critters. Sunday's trip saw customers bail 15 cod to 14 pounds, with another healthy sprinkling of big tog. All

action has been on wrecks, rocks and hard bottom, mainly at 17 and Farms. Butch said there definitely are cod around, with probably just the water temperatures interfering with their feeding. He also said that these fish appear to be newly moved into the area.

Captain Al Coley of the **Betty W. IV** had excellent codfishing last Sunday with 78 cod up to 40 pounds. This past week has been an "off week," said Al, due to the cold water, which he also attributed to the snow melt-off. Fares had 19 cod Saturday and five on Sunday, and while these were not big catches, they certainly proved that the fish are around and that even under unfavorable conditions will still take a bait. Al said that once temperatures stabilize a little, the codding should resume to where it was prior to the snowstorm.

Wee Willie at **Mike's Tackle**, across from the fleet, knew that the ling action was good this past week and the whiting bites fair at Ambrose. He advised that the blackfishing and codding had been picky to fair on the open and private boats working the local wrecks and hard pieces.

North Shore Report

with Fred Golofaro

The only game in town appears to be the Lilco Outflow at Northport. There has been continuing talk of some good bass action, with mostly schoolies, but a couple of fish in the 20 and 30 pound class are being taken as well. White perch fans continue to be thwarted by ice in their attempts to fish the backside of Sunken Meadow State Park. There had been some steady action with perch here prior to the ice setting in.

Surf Report

with Fred Golofaro

Talk of good bass fishing at the Lilco Power Plant continues to surface wherever surfmen gather. No real specifics other than Striper Surf Club member Mitch Sarro did have a striper in the 30 pound class a couple of weeks back. Rumors of other big fish persist as well. Four and a half inch Bombers and bucktails have been effective on the fish.

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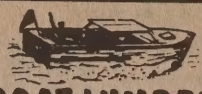

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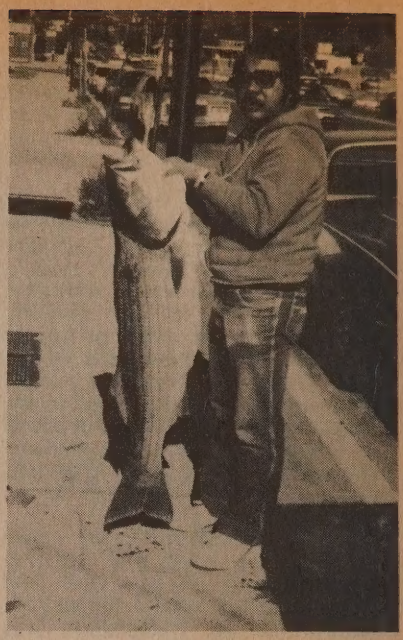

This 45 lb. cow bass fell to Andres Cabralda back on 11-7. The big striper sucked in a jig and tube combo cast from the beach at Shinnecock East. It was weighed at Rocky Point Fishing Stop.

LIBBA President Bob Lucchesi asked that we extend LIBBA's thanks to all of those who participated in last week's successful Operation Christmas Tree. It was the efforts of the many volunteers who donated their time and energy to the project that made it the success it was.

Freshwater Report

with Fred Golofaro

From Dave Canale at **J&R Sports Center** in Oakdale came news of lots of small trout still being taken at Bubbles and Rattles. A big crowd at both these spots on the weekend, but no quality fish checked in. Many trout fans are eagerly awaiting the February 1st opening of Connetquot State Park.

Al Flexer of **Al Feather's Jigs** trekked around the south shore a bit this weekend, looking for perch or trout. He found none of the former, but he and friend Frank Buck did manage a couple of the latter. Working Green's Creek in Sayville with Flash Feather Jigs, Al nailed an 11½ inch rainbow, while Frank duped a 13 inch brown. Both of these fish were checked at **J&J Tackle** in Patchogue.

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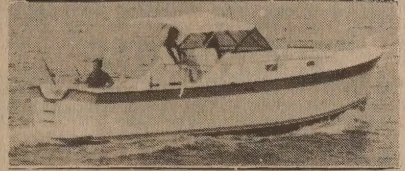

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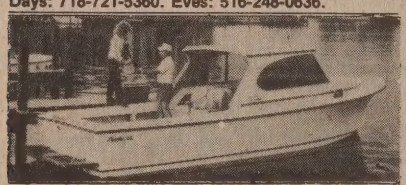

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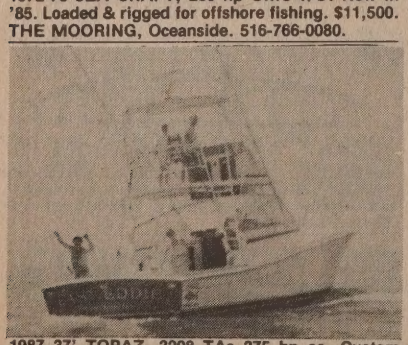

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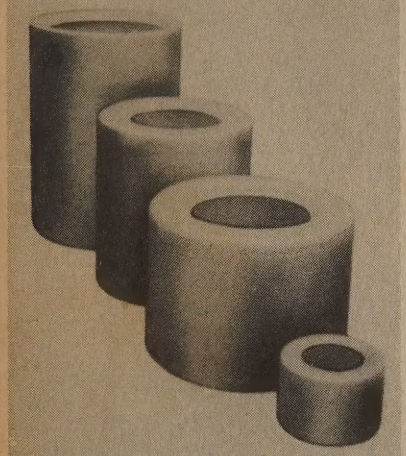

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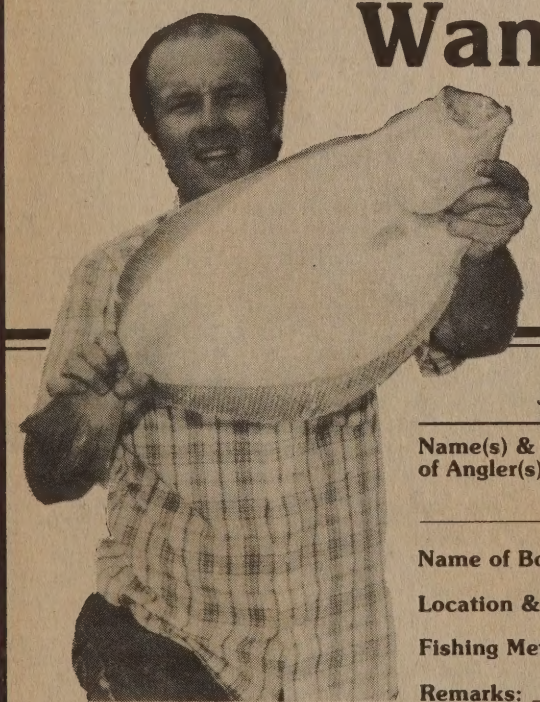

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